

GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., APRIL 25, 1904.

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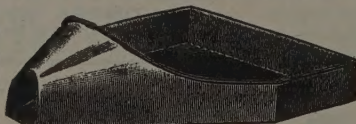
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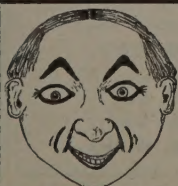
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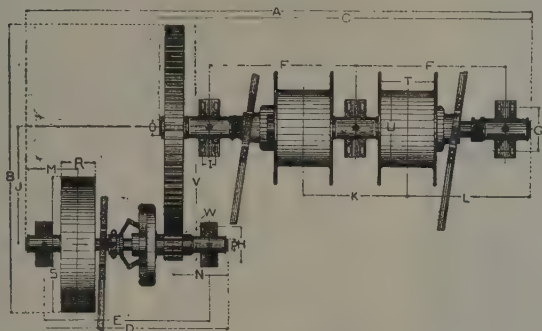
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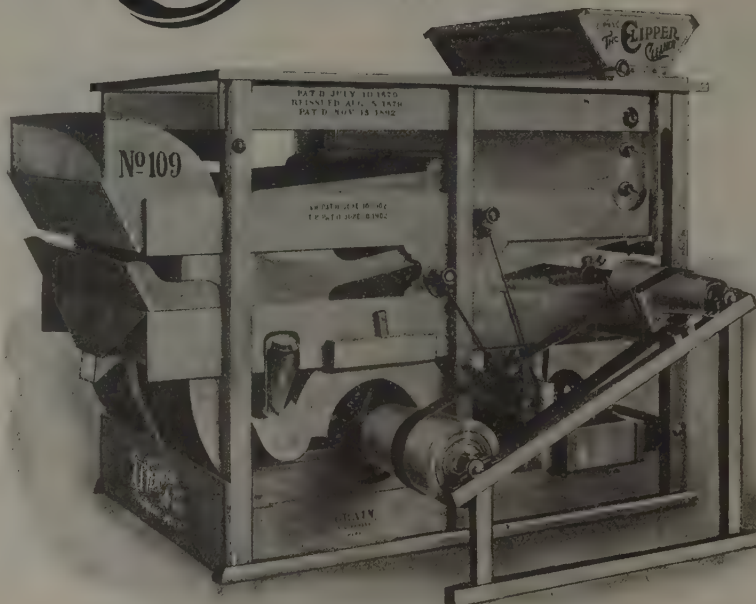
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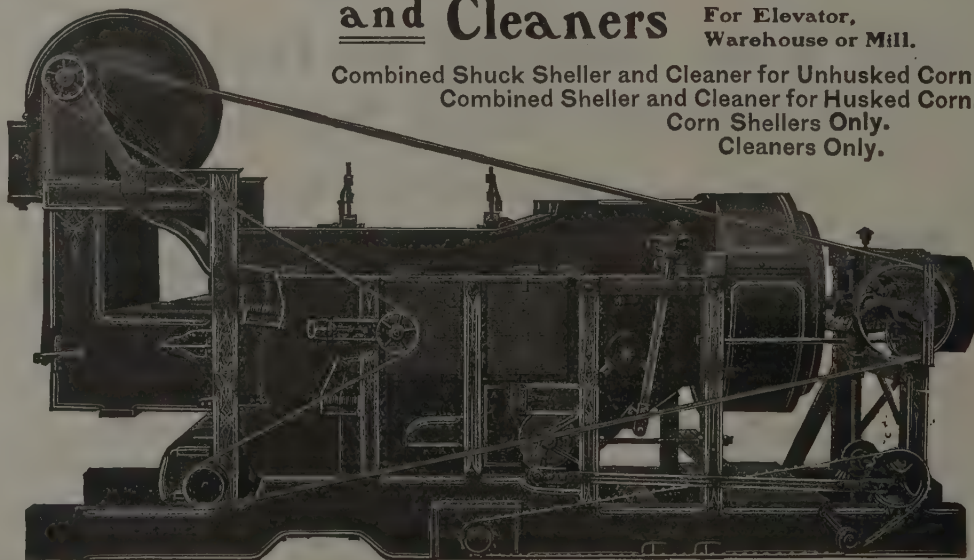
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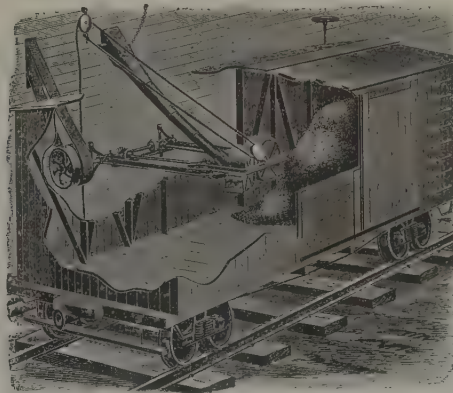


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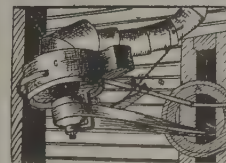
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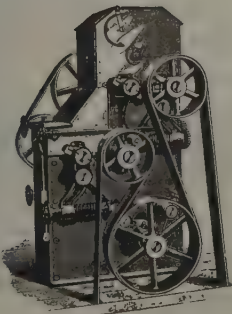
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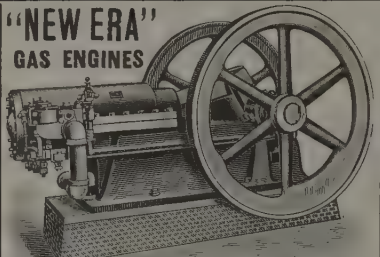
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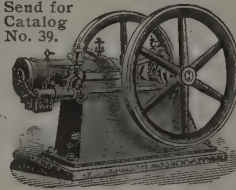
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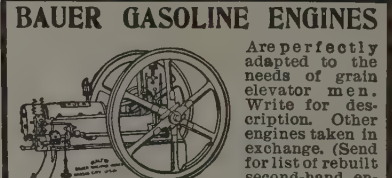
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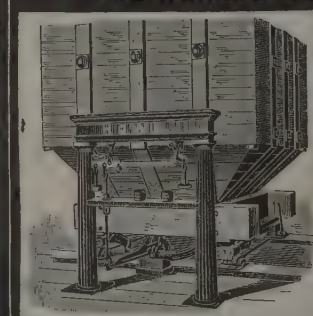
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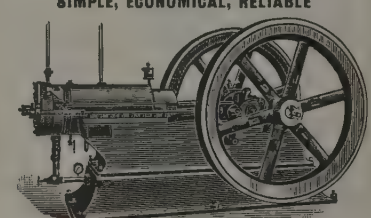
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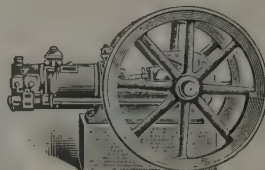


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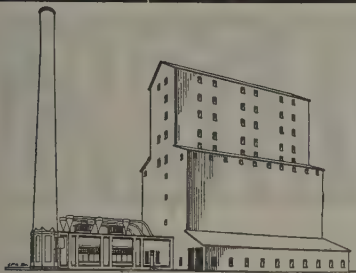
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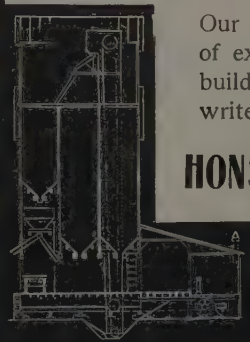
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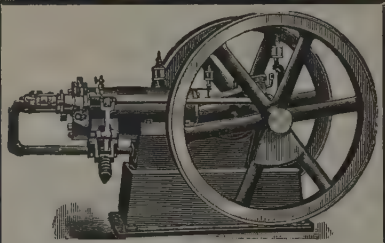
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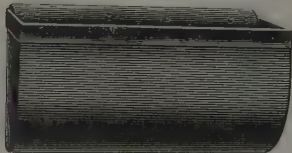
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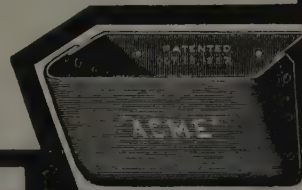
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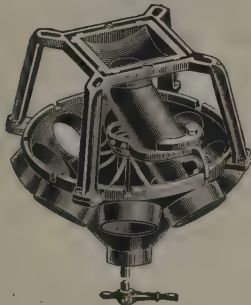
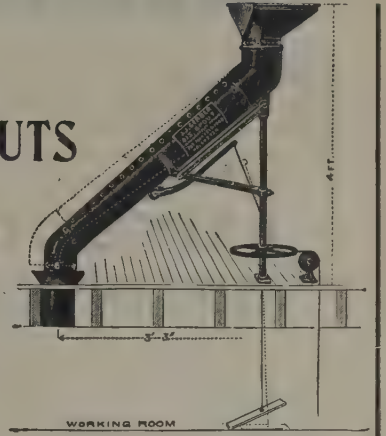
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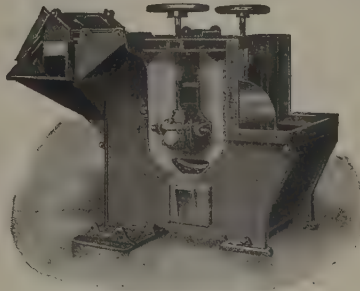
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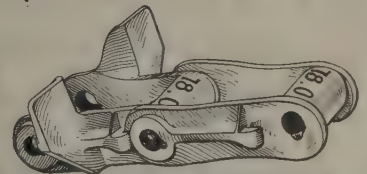
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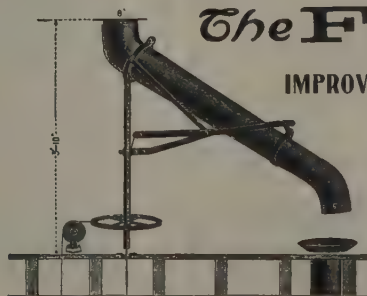


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POSITION WANTED by young man, 3 years experience; understand steam engine and all elevator work; have good references. Address 627 W. Jefferson St., Washington, Iowa.

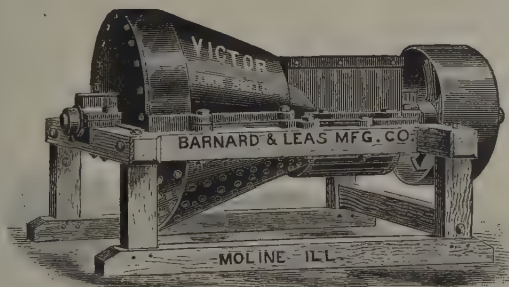
POSITION WANTED by practical grain man, as manager of country elevator in good live town; best of reference furnished. Address B. A. F., Box 7, Grain Dealers Journal, Chicago, Ill.

THOROUGHLY EXPERIENCED Elevator man desires position as manager of country elevator, or foreman of transfer house. Reference given and required. Address Low, Box 3, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of foreman in a country elevator; eight years' experience; can fill any place; can do your repair work; understand gasoline engine; a No. 1 all-around hand man; best of references. Address John F. Barnett, Indianola, Ill.

Capacity, Strength and Durability

These qualities are embodied to a remarkable degree in the Victor Corn-Sheller. It is the standard Sheller of the country, and is in use everywhere.



Its many years of service and the large number in use proves this beyond question.

We also make the Cornwall Corn-cleaner, a shaker machine with patent finger sieves and many other valuable features. It leads all other machines of its class in quality of work and number of sales.

Send for our circular "C"

BARNARD & LEAS MFG. CO.

Builders of Elevators and Elevator Machinery

MOLINE, . ILLINOIS

ELEVATORS FOR SALE.

UP-TO-DATE elevators in choice locations. W. A. Thompson, Attica, Ind.

LIST YOUR ELEVATORS for sale with us, we can sell them quick. Aaron Smick, Decatur, Ill.

NEW ELEVATOR for sale at Lucien, Okla. If you want a good business write Box 53, Lucien, Okla.

FOR SALE OR RENT, the only elevator in Red Oak; capacity 25,000 bushels. Address E. Nation, Red Oak, Ia.

MODERN ELEVATOR for sale on 2 roads, 6,000 capacity, \$1,500. Will sell dwelling house. D. S. Woolman, Otter Lake, Mich.

NEW 10,000 bushel elevator and chop mill for sale, in best grain producing section of Okla.; want to sell quick. C. M. Hoss, Ralston, Okla.

ELEVATOR FOR SALE in good wheat country town in Assiniboia, Canada. Address Gelin Bros., Room 3, 671 Main St., Winnipeg, Canada.

ELEVATOR AND FEED MILL for sale; latest improvements; no other feed dealer; good grain country. Address, C. A. R., Box 491, Morrison, Ill.

ELEVATOR for sale in good grain town in Illinois; 30,000 bu. capacity; gas engine, sheller; all modern machinery. Address Box 205, Bismarck, Ill.

TWO ELEVATORS in good farming section of Northwestern Indiana for sale; price \$10,000. Address Rows, Box 7, care Grain Dealers Journal, Chicago, Ill.

AARON SMICK, Decatur, Ill., has 20 Elevators, for sale or trade, located in Ohio, Ind., Ill. and other states. Write for list. Aaron Smick, Decatur, Ill.

FOR SALE—Best paying elevator. Fruit and potato business in a northern Michigan county seat. Address H. E. S., Box 7, Grain Dealers Journal, Chicago.

ELEVATOR in Indiana for sale; capacity 30,000 bushels; crib room 15,000 bushels; modern in every respect; good reason for selling. Address W. E., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—My 12,000 capacity elevator and dwelling house; good grain point; well organized; located on C., R. I. & P. in northwestern Iowa. Address Sis, Box 7, Grain Dealers Journal, Chicago.

WISCONSIN 25,000 bushel elevator, with machinery for handling grain and making feed; a large established business. Best recommendations. Address Wisconsin, Box 6, care Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA ELEVATOR properties for sale. 30,000 bushel modern elevator, equipped with 14 h. p. gasoline engine, B. & L. No. 3 separator, Eureka scourer, wood saw, one two pair high feed roll, flat house and coal sheds adjoining with four pair of scales. Also 20,000 bushel elevator equipped with two pair scales, dump, 5 h. p. gasoline engine and large coal sheds. Both elevators in good wheat, oats, and corn country, on C. & N. W. Ry. Address L. M. N., Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE, all or part interest in well established retail grain and seed business in good town; good trade; can give possession May 1st; wish to retire. McD. Reil, Stephenville, Texas.

TWO WELL located Kansas elevators, arranged for shelling, cleaning, sacking, mixing, etc., in transit. Will consider some cash, balance long time. Address Eagle, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in southern Minnesota; capacity 15,000 bushels; good territory; new seven horse power gasoline engine; new coal sheds. Address E. A. Brown & Co., 923 Chamber of Commerce, Minneapolis, Minn.

YOU look here for elevators when you want to buy, and owners who desire to sell watch our "Elevators Wanted" columns. If you want all probable sellers to know of your want send word to them by a Journal want ad.

CLEANING AND HANDLING ELEVATOR for sale or lease. Advantageously located. Modern equipment. Satisfactory terms to proper parties. A snap for somebody. Write us for particulars. Hanna & Leonard, Galveston, Tex.

ELEVATOR, COAL AND FEED business for sale; located in county seat, central Iowa. On account of sickness this will be sold at a bargain if taken at once. Address H. I. X., Box 6, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in the southern part of Ohio, in good wheat and live stock territory. Latest up to date machinery for handling grain lately installed. Best of reasons for wanting to sell. Address Box No. 154, Middletown, Ohio.

THREE ELEVATORS AND A 200-BBL. MILL for sale or trade. I have a fine 200-bbl. mill and three elevators well located for business in southern Minn.; will sell at a big bargain for cash, or trade for good, clear, wild land. Write me. Address J. D. Matteson, MILL BROKER, Worthington, Minn.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, Box 9, care Grain Dealers Journal, Chicago.

INDIANA ELEVATOR for sale at great bargain, scales, dumps, cleaners, 20 h. p. gasoline engine, new; machinery new; good buildings; good business; land goes with elevator; good residence town; good country surrounding; business established for many years. Write at once. Plymouth Novelty Mfg. Co., Plymouth, Ind.

FOR SALE: The business and goodwill of a money-making, track-buying and brokerage firm. A clean, pleasant and profitable business. It will pay you to investigate if you are looking for a good thing in the grain trade. We do the business; good reason for selling. Write for particulars. Address Brown, Box 6, care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR, feed mill, wood yard and coal business for sale. Not on side track; a snap for cash. C. S. McGlenn, Minne-
waukan, N. D.

FOR SALE—One new 20,000 bushel elevator in Southern Minnesota and three 15,000 bushel elevators in Iowa. For particulars address Lock Box 314, Luverne, Minn.

ELEVATOR for sale in central Ohio. One of the best corn, wheat and hay sections; no competition; good reasons for wanting to sell. Cheap. Lock Box 9, Amanda, Ohio.

ESTABLISHED BANKING BUSINESS with grain elevator, wood and coal business for sale. Best part of North Dakota. Address Y, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Exclusive stock and coal business with a 10,000 bushel elevator in good repair in Eastern Kansas in good town. Address Sasnak, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: Line of seven stations in Iowa. To one wishing a nice safe business based on average of ten years, they will find this worthy of close investigation. Address Bers, Box 6, care Grain Dealers Journal, Chicago, Ill.

NEBRASKA MILL and elevator—Half or whole interest in a forty-barrel flour and feed mill and 12,000-bushel elevator for sale or exchange for good improved land. The plant is making good money. Good reason for wanting to sell. Address D. C., Box 7, care Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR PROPERTIES—Elevator, Coal, Hay and Feed Business for sale; 75,000 bushels grain capacity; 5,000 bushels crib room; 250-ton coal bins; gas engine, wheat, and corn cleaners and sheller. Will be sold at a bargain. A snap for the right party. Adolphe Breuchaud, Greenville, Ill.

INDIANA ELEVATOR for sale: Owing to heart trouble, which may at any time prove fatal, I desire to close out my elevator business at above place and offer my 16,000-bushel elevator, doing an average yearly business of 60,000 bu., and a coal trade of 250 tons; also, six-room house and lot. All for \$3,000. R. E. Zorne, Ging, Rush Co., Ind.

STINSON, MORRISON & CO. have four grain warehouses located on the Frisco Railroad in one of the best grain sections in Okla. Handled 165,000 bu. of wheat and oats last season; houses were built last season. Will sell all for \$2,000, one-third down, balance without interest till harvest and time on balance at reasonable interest. Address E. A. Stinson, Guthrie, Okla.

NEW WAREHOUSE, 50x70, three stories, for sale; Otto gasoline engine; private spur-track; best town of 600 population in eastern Nebraska; railroad junction. Ideal plant for feed and flour mill, also equipped for handling grain in bulk. Two cleaning separators, wagon scales, etc. Everything new and in first-class order. Address Nebraska, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

TWO GRAIN ELEVATORS for sale. Located in central Kansas on the Frisco and Missouri Pacific R. Rs.; wheat prospects good. For particulars address Krow, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in Western Illinois, in good wheat and corn country. Capacity 30,000 bushels, corn sheller, hopper scale and 25 h. p. gasoline engine. Building new and modern in all respects; large territory. A bargain for some one. Address Geo. A. DeLong, Foolsland, Ill.

GRAIN AND SEED FOR SALE.

SEED CORN, clover seed, wheat, corn and oats for sale. Address Kinsey Bros., North Manchester, Ind.

TIMOTHY, CLOVER AND FIELD SEEDS of all kinds; buy or sell. Write us. Ross Seed Co., Louisville, Ky.

CORN FOR SALE in car lots. Write for prices. Elevators on Northwestern Ry. The J. H. Hamilton Co., 538 Bee Bldg. Omaha, Neb.

FIELD AND GRASS seed for sale. When in need of anything in this line write us. We make prompt delivery. The Wm. S. Gilbreath Seed Co., Indianapolis, Ind.

HEADQUARTERS for Alfalfa, Meadow Fescue, Millet, Sorghum, and Kaffir corn seed. Address Kansas Seed House, F. Barteldes & Co., Lawrence, Kan.

ALFALFA SEED, pure, fresh, 1903 crop; car or bushel lots. Also Turkey Hard Wheat, car lots. Speltz, Macaroni Wheat, Kaffir, Etc. Write for prices. McBeth & Kinnison, Garden City, Kan.

CLOVER, TIMOTHY, RED TOP, BLUE GRASS, DWARF ESSEX RAPE, POP CORN, BUCKWHEAT, FIELD PEAS, CHICKEN FEED and a full line of FIELD SEEDS for sale to dealers at the right prices. Samples upon application. The ILLINOIS SEED COMPANY, Chicago, Ill.

GRASS AND CLOVER SEED for sale. Headquarters for BROMUS INERMIS, ALFALFA, genuine TURKESTAN ALFALFA, DWARF ESSEX RAPE, ORCHARD GRASS, etc., in car-load lots, for immediate shipment. Write for samples and prices.

Henry Nungesser & Co.,
Seed Merchants,
New York, N. Y.

ALFALFA SEED—We offer the best kinds that grow. Seed is taken from Alfalfa that makes the best growth and best adapted to this country. We sell it more reasonable than others; re-cleaned seed \$13.50 per cwt. TURKESTAN ALFALFA, the Alfalfa that has proven such a great success on dry arid soils and will withstand more hardships than any other kind. We have the genuine article, re-cleaned, free from obnoxious weed seeds, for \$16.00 per cwt. Send for samples and send in your order. Catalog is free. Be friendly. Write us. Address A. A. Berry Seed Co., Box No. 105, Clarinda, Iowa.

ELEVATORS WANTED.

WANTED to buy or rent elevator. Address Box 154, Lesterville, S. D.

FROM TWO TO SEVEN elevators wanted; will pay cash. Address Cash, Box 7, care Grain Dealers Journal, Chicago, Ill.

GOOD INDIANA ELEVATOR wanted at good grain point; 250,000 bushel business or over. Address 912 N. 10th St., Lafayette, Ind.

WILL PAY CASH for elevator doing a good business. Write full description and price. R. G., care W. Jones, 301 Main St., Peoria, Ill.

ELEVATOR WANTED handling over 200,000 bushels. Any banking done in town? Address P. I., Box 7, Grain Dealers Journal, Chicago, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

ELEVATOR WANTED—To rent with view to buying, in good grain district in Illinois; 200,000 bushel business or better. Address Lock Box 136, Walnut, Ill.

WANTED to lease or buy city elevator; also, country elevators anywhere; give full particulars, price and terms. Address C. S. Northrop, 293 Dearborn St., Chicago, Ill.

ELEVATORS WANTED at good wheat stations on C. H. & D. system or P. & E. division of Big Four. Address W. A., Box 6, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in corn belt of Illinois or Indiana; town with Catholic church preferred; give price and description in first letter. Address Sal, Box 7, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in corn belt of Indiana in exchange for 320 acres of fine black loam farming land in South Dakota at \$15 per acre. Address, Diana, Box 8, Grain Dealers Journal, Chicago, Ill.

WANT TO EXCHANGE a fine farm for a couple of elevators. Farm in Fari-bault Co., Minn., banner county of the state; a No. 1 farm in every particular. Address Lock Box No. 117, Armstrong, Ia.

WANTED TO LEASE two or three small elevators, or one large one arranged for grinding meal, chop and feed, with privilege of buying if as represented. Address, W. J. Mann, 526 Indiana Ave., Kansas City, Mo.

ELEVATOR WANTED in Iowa or Illinois in exchange for a good farm, located in Palo Alto county, Iowa, valued at \$65.00 per acre; incumbrance \$6,100; will take elevator worth \$3,000, balance cash. Address Box 848 Spencer, Iowa.

WANTED a line of Elevators on either of the following roads: B. & O., Erie or Penn., west of Mansfield, Ohio, with whom we can make arrangements to buy wheat for us on a commission basis. Address, The Hicks Brown Milling Co., Mansfield, Ohio.

ELEVATORS WANTED.

GOOD ELEVATOR in good grain section, wanted in exchange for dwelling and three lots on good corner in the best county seat in Iowa and cash. Send full description of what you have to Jno. R. Wampler, Tipton, Ia.

WANTED TO EXCHANGE our equity in a 400 acre farm in Lincoln Co., S. D., within 3 miles of the city of Sioux Falls, for a good elevator; will have to be a good one, as the land is choice. Address Lock Box 117, Armstrong, Iowa.

MILLS FOR SALE.

FOR SALE—A controlling interest or the entire 125 bbl. up-to-date flour mill. Bentley & Bentley, Augusta, Okla.

STEAM SIFTER Mill, 50-bbl.; saw-dust fuel; running profitably; coal business also. Flour Mill, E. Liberty, O.

FOR SALE—ONE FIRST-CLASS mill and elevator in county seat town. Address John G. Boyles & Son, Winamac, Ind.

FOR SALE—Flour mill, custom, French buhrs, good location and an established trade. Will sell cheap and on easy terms. W. H. Wood, Harris, Galia Co., Ohio.

FOR SALE—75-barrel sifter mill, all in good shape; suitable for elevator business; good town and large acreage of beans and hay; large warehouse; cost \$11,000; price now \$6,000, or will take parties with capital and experience in elevator business. Address Box 77, Mt. Morris, Mich.

MODERN ROLLER MILL for rent or sale. 150 bbl. flour capacity, 40,000 bushel elevator with established trade; located in good grain territory in Missouri near Kansas City. Will sell on easy terms or might join in with responsible party and operate. Address, Box 494, Kansas City, Mo.

FEED, BUCKWHEAT and rye mill for sale. Good steam plant remodeled one year ago; central point of a good farming and dairying country; 34 miles from Chicago; steady demand for output of mill at all times; no competition; quick returns; price \$2,750; good reasons for selling. Address, F. W. Heck, Monee, Will Co., Ill.

LOCATIONS FOR ELEVATORS

I have a location for a transfer house in one of the best points to be found anywhere and especially desirable for grain shipped to the southeast. Write me today. C. A. Burks, Decatur, Ill.

Excellent locations
for ELEVATORS
on the Belt
Ry. of Chicago.
(The Inner Belt).
Address
B. Thomas, Pres.,
Room 13, Dearborn
Station, Chicago.

MEMBERSHIPS FOR SALE.

PEORIA BOARD OF TRADE membership for sale. Address Peoria, Box 6, care Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

OLDS 12 h. p. gasoline engine. Sloan & Olds, 354 Dearborn St., Chicago.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

DAYTON GASOLINE engine, 25 h. p., for sale cheap. Mertes Machinery Co., Milwaukee, Wis.

ONE STEAM ENGINE, 12 x 24 Slide Valve, for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

VERTICAL GAS ENGINE for sale, 15 h. p. Walter S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

FOOS GASOLINE ENGINE for sale. 5 h. p.; nearly new. Address H. I. Martin, 1719 N St., Lincoln, Neb.

FOR SALE—A 3½ gasoline engine; good as new. Address W. Hildreth, 153 La Salle St., Chicago, Ill.

A BARGAIN—A 25-h. p. Springfield gasoline engine, good as new. Will sell cheap. Address H. H. Shenck, Mannheim, Pa.

LEWIS GASOLINE engine, 6 h. p., for sale; good condition; used 4 years; price \$150 here. Varney Mfg. Co., Leavenworth, Kan.

SECOND-HAND Gasoline Engine, 15 h. p., Standard make; will sell cheap on quick cash sale. Address G. S. Crilly, 715 Adams St., Chicago, Ill.

FAIRBANKS-MORSE 54 h. p. Gasoline Engine for sale; run 2 years; will sell cheap. Address F. W. Seele, 408 Chamber of Commerce, St. Louis, Mo.

FOR SALE—Engines, gasoline; from one to eight h. p. All new; simplest engine made and very cheap. John Fox & Co., Covington, Ky.

GASOLINE ENGINE FOR SALE—8 h. p.; used three months. Reason for selling, elevator sold. Price very reasonable. Stillman, Wright & Co., Berlin, Wis.

ADVANCE GASOLINE ENGINE, 13-h. p., for sale at \$425.00. If you want the best for the money, try the "Advance". Geo. D. Pohl Mfg. Co., Vernon, N. Y.

GASOLINE ENGINES for sale: One 20 h. p. Fairbanks-Morse; one 7 h. p. Charter. Both in good order. Address The Anchor Grain Co., 324 Flour Exchange, Minneapolis, Minn.

GASOLINE ENGINES for sale. Our prices reasonable. All engines warranted for 5 years. You will save from 25 to 50 per cent in fuel consumption with one of our engines. E. G. Hicks Gasoline Engine Co., 206 Nicollet Av., Minneapolis, Minn.

FOR SALE—One Erie City slide valve engine, 22x28, which will develop 300 h. p. running 120 revolutions per minute. This engine is in first-class condition and can be seen at work any day. Correspondence solicited. Address Landind, Box 7, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

OTTO gas engine, 4 h. p., first-class condition; equipment complete. Merwin, 3rd floor, 146 State St., Chicago.

KEROSENE OIL ENGINES are the most satisfactory type. Send for Catalog. Int'l Power Vehicle Co., 381 Dearborn St., Chicago, Ill.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson St., Chicago.

FOR SALE—The following gas and gasoline engines: 60-h. p. Foos; 65-h. p. New Era; 15-h. p. Lambert; 7-h. p. Otto; 5-h. p. Fairbanks; 6-h. p. Webster; 4-h. p. Foos; 3½-h. p. Des Moines; 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

FOR SALE: One 10x14 Automatic Buckeye engine, in good running order; No. 1½ Blake steam pump, and one closed heater, two feet in diameter and 7½ feet high. If taken at once, cheap for cash. Address Farmers' Mill & Grain Co., Milnor, N. D.

SECOND-HAND GASOLINE Engines at a bargain. One 9 and one 14 h. p. Otto; one 22 h. p. Foos; one 6, one 15 and one 25 h. p. Fairbanks-Morse; one 10 and one 18 h. p. Lewis; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago.

ENGINES AND BOILERS.

FOR SALE: One 15 h. p. upright boiler and engine, in excellent condition. Hoerlein, 3151 Cottage Grove Ave., Chicago, Ill.

CLARK & COOPER slide valve engine, 16 h. p., and one 25 h. p. boiler, Des Moines Mfg. Co.'s, good running order, for sale cheap. Address Pratt & Son, Minburn, Iowa.

ONE TUBULAR steel boiler, 48" x 14", one 9" x 14" Atlas Automatic Engine Side Crank, one Stillwell & Bierce hot water heater, and one Duplex feed water pump for sale. C. E. Williams, Franklin, Ohio.

COMPLETE STEAM OUTFIT for sale: 42 h. p. boiler, 35 h. p. engine, also 25 h. p. portable. These outfits are in good condition and can be seen running. Will sell cheap; for particulars and price write Rhinehart Smith, Sidney, O.

BOILER AND ENGINE for sale cheap. One 70 h. p. 54" x 16" Atlas Boiler with 40 ft. of stack and all fixtures and fittings. Is as good as new, having less than two years' use. Also Atlas Automatic Side Crank Engine. Will sell at a bargain to dispose of quickly. F. B. Mabbitt, Cicero, Ind.

FOR SALE CHEAP—A 75 h. p. steam plant. One 60 in. x 14 ft. Atlas boiler, 3½ in. flues; one 10 and 14x20 Atlas tandem compound automatic engine; one Brownell open heater, and one Dean Bros. boiler feed pump. All in good order; can be seen running every day. I want to sell this plant for delivery June 1st; will sell as a whole plant, or will split it up. Address J. H. Cline, Concordia, Kans.

ENGINES AND BOILERS.

TUBULAR BOILER, 66 x 16, with fronts, in good order, for sale at a bargain. F. G. Ely, Traders Bldg., Chicago.

MACHINES FOR SALE.

BARNARD & LEAS Cleaner, No. 3, for sale cheap. F. G. Ely, Traders Bldg., Chicago.

FOR SALE: One Union Iron Works cylinder corn sheller. S. Frazier, 1209 Union Ave., Kansas City, Mo.

FOR SALE AT A BARGAIN.

Our 9x18 Noye latest pattern feed mill; good as new. S. Frazier, 1209 Union Ave., Kansas City, Mo.

ONE NO. 1 VICTOR sheller and one No. 1 Cornwall cleaner for sale cheap; good as new. Address Pratt & Son, Minburn, Iowa.

AS GOOD AS NEW—One corn sheller, one large Howe platform scale; fine. Teuscher & Son Machinery Supply Co., 928 and 930 N. Second St., St. Louis, Mo.

SPECIAL BARGAINS in second-hand machinery. Write for Circular No. 20. We may have what you want or know where to get it. A. S. Garman & Sons, Akron, Ohio.

FOR SALE—No. 4 Western corn cleaner and fan; No. 4 Western corn sheller; 3,600 pound hopper scale and one 20 h. p. boiler. All in good order. Address Treat & Morrison, Gays, Ill.

FOR SALE: One Double Stand of Richmond City 9x18 scratch rolls used but two months, one Cranson wheat cleaner and scourer 30 to 45 bu. capacity. C. E. Williams, Franklin, Ohio.

THREE MONITOR Oat Clippers for sale, capacity 1,000 per hour. Two Pease Separators, capacity 800 bushels per hour. Above in fairly good condition. Milwaukee Elevator Co., Milwaukee, Wis.

FOR SALE—One No. 4 Oat Clipper and one No. 4 Barley Scourer. Both machines Barnard & Leas make. Sold cheap if taken at once. For particulars address Stockdale & Reimers, Morrison, Iowa.

FOR SALE—Entire contents of grain elevator, consisting of boiler and engine, corn sheller and cleaner, wheat cleaner, hopper scales, shafting, pulleys and belting. For particulars address Lock Box 7, Groveport, O.

BELT FASTENER. Something new. Quickly adjusted; holds belt tight; can be used over and over again; saves all bother, worry and trouble. Good commission for selling. For particulars address W. A. Nutt, Urbana, Ohio.

THE ENTIRE CONTENTS of a first-class 50-bbl. roller mill for sale. Allis rolls; best machinery throughout. To be sold to make way for an electric lighting system. For complete particulars address A. J. Goddard, Freeport, Ill.

FOR SALE CHEAP:

Two Weller cast iron elevator boots with pulleys, 20x24.

70-22"x7" elevator cups.

24 ft. 16" diam. Helicoid steel conveyor.

S. Frazier, 1209 Union Ave., Kansas City, Mo.

GRAIN WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CHOICE WINTER milling wheat wanted. Send samples, quote prices. Address Walsh Milling Co., Cuyahoga Falls, Ohio.

WINTER WHEAT wanted. Quote prices, send samples. Ship Big Four or Pa. R. R., Ansted & Burk Co., Springfield, Ohio.

TIMOTHY AND CLOVER SEED, Leaming Corn and American Banner Oats wanted in car lots. E. W. Conklin & Son, Binghamton, N. Y.

GRASS AND FIELD seeds wanted. We are always in the market for all varieties. Address the Wm. S. Gilbreath Seed Co., Indianapolis, Ind.

QUOTATIONS wanted on Corn, Oats, Hay and Bran. H. D. Cothran & Co., Rome, Ga. References: R. G. Dun & Co. and First National Bank.

PRICES WANTED based on New Orleans delivery on corn, hay, oats and feed of all kinds. Write Covington Wh. & Com. Co., Ltd., Covington, La.

PRICES WANTED ON corn, hay, oats, flour, bran, meal, chops, feed all kinds. Best market south. Send sample. Wire; write. H. G. Smith, Birmingham, Ala.

GRAIN WANTED—We are buyers of choice red cob, yellow and large white corn. Send samples and prices. Address F. B. Stevens & Co., Chatham, Ont.

J. H. KINKEAD, BROKER, will handle your account for hay, straw, grain and mill feeds. Terms, draft attached to bill of lading; make prices f. o. b. FAIRMONT, W. VA.

MILLETS, HUNGARIAN and fancy bright Timothy wanted in car lots. Send samples and prices.

HENRY NUNGESSER & CO.,
NEW YORK, N. Y.

GRAIN WANTED at Ft. Smith, Ark. We find greatly trouble in getting enough grain to supply this rapid growing country. If you have any grain write us. W., Box 8, Grain Dealers Journal, Chicago, Ill.

OATS, CORN AND CHOPS wanted on consignment. I solicit consignments of Grain, Hay and Mill Products and will make advances on same. J. L. Perkins, Jr., Broker. Office and Warehouse, 110 Levee St., Vicksburg, Miss.

We are buyers of TIMOTHY, CLOVER, MILLET, POP CORN, KAFFIR CORN, BUCKWHEAT and other FIELD SEEDS. Also of Grain and Grain screenings suitable for chicken feed. Sellers please submit samples. THE ILLINOIS SEED COMPANY, Chicago, Ill.

OFF GRADES,
OATS AND WHEAT,
ANY QUANTITY

OR
CONDITION.

SEND SAMPLE AND PRICE.

B. & O. ELEVATOR,
THIRD & W. FRONT STREETS,
CINCINNATI, OHIO.

GRAIN WANTED.

SEED CORN WANTED. Those having seed corn for sale will find it to their advantage to write us. Send samples and quote prices. The Steele, Briggs Seed Co., Ltd., Toronto, Ont.

HAY WANTED.

NO. 1 TIMOTHY HAY, for eastern trade wanted. Write at once. G. W. Kennedy & Son, Shelbyville, Ind.

HAY AND STRAW WANTED on all roads. Liberal advances on all consignments. W. D. Jones, Buffalo, N. Y.

HAY & STRAW WANTED:—top prices and prompt returns guaranteed. Gilbert Plowman & Co., 601 West 33d St., New York, N. Y.

HAY CONSIGNMENTS solicited. Will honor draft with bill of lading attached for three-fourths value. Prompt returns. S. T. Beveridge & Co., Richmond, Va.

WANTED—Michigan, Indiana and Ohio Grain, Hay and Straw. Our daily bids will be gladly furnished on request. Look us up. W. A. Bunting & Co., Kalamazoo, Mich.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

HAY AND RYE STRAW wanted. Highest prices paid, consignments solicited for Greater New York Markets. (N. Y. office, 345 West 34th Street.) Michigan & Ohio Hay Co., Allegan, Mich.

YOUR HAY
WILL GET

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The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

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CHICAGO, ILL., APRIL 25, 1904.

THE man who is convinced that his position in any trade difference is right, never fears nor hesitates to arbitrate.

JUDGING from the speculative gossip some districts of the Southwest are determined to produce nothing but bull crop news this year.

MR. GILLETTS bill to prevent interstate telegraph and telephone lines being used to promote gambling has not yet become a law. The friends of the bill are not maintaining large enough lobby.

WHEN shipping to markets having organized exchanges confine your dealings to members of the exchanges. In our Kentucky column this number is told of another non-member of the local exchange who has departed with shippers' money.

CAREFUL selection of seed grain will always insure a larger and better crop than poor seed, regardless of every other factor which goes to make a perfect crop. Interest your farmer friends in the work of selection to their profit and your increased business.

THE British Government is reported to have decided to reimpose the grain duties of 6 cents per hundred pounds on grain and 10 cents per hundred on flour immediately. Exporters may find this will interfere somewhat with present contracts, but not with future trade.

THE BILL introduced in Congress to compel railroad company to furnish cars

to shippers within a reasonable time or compensate shippers for failure to do so has not become a law and is not likely to unless the shippers of the entire country get after their representatives in Congress with sharp poles.

LOCAL meetings of dealers at which the discussion is confined to local problems are always more beneficial to members who participate in and give their attention to the discussion. It is the local meetings which mitigate jealousy, suspicion and hate.

THE ACREAGE sown of macaroni wheat has not yet been reported, but no doubt the enthusiasts and the heretics will soon report the acreage at several times what it actually is. The macaroni wheat bugaboo seems to be giving a few millers the perpetual nightmare, while others hasten to equip their mills to reduce the new grain.

THE Milwaukee Chamber of Commerce can not afford to delay longer the expulsion of its members recently convicted of reporting consigned grain sold at a price lower than they received for it. The exchanges are supposed to stand for honesty and square dealing; none can afford to harbor dealers convicted of doing otherwise.

"BURNED; no insurance"—Once again an Indiana elevator man has been caught napping. His elevator and some grain were completely burned recently and he must pay the entire loss. The man who carries his own risk is never bothered with assessments, premiums or adjusters, but when the fire comes he pays an awful price.

MEMPHIS Merchants Exchange, recognizing the good points of the recommendations made to it by the Advisory Committee of the Grain Dealers National Assn., has adopted a resolution endorsing the report and providing for a chief weigher, to be known as the Merchants Exchange Weigher. Good for Memphis. May it ever prosper!

A MINNESOTA miller who greedily insisted upon having all the wheat he wanted at his local station, regardless of the rights or wishes of the local grain shippers, is now depressed because the dealers are selling flour of outside mills at less than he asks for his best brands. Selfish millers will find the motto, "To live and let live," a profitable and pleasing one to follow.

DUPLICATE seals of some railroad companies serve to provide an easy opportunity for stealing from cars without detection. Although this fact is apparent to any one who will stop to think on the subject three minutes, some carriers continue to permit the use of duplicate seals in the same town. Shippers should avail

themselves of every opportunity to protest against such aids to the car thieves.

DRYING corn so dry that one elevation turns it into corn meal, generally brings to grief the hasty operator of the drier, as is the case with a Chicago house, which has recently been trying to deliver out 200,000 bushels of No. 2 corn. For a time the operators of driers thought to double the capacity of their driers by drying fast and hard all corn passing thru driers and then mixing with other grain.

KANSAS CITY'S new rule making the thoro sweeping of cars at the receiving sink compulsory and prohibiting the sweeping of cars elsewhere is sure to reduce the stealing from loaded cars. Its rigid enforcement deprives thieves of their only excuse to enter the yards. The adoption and enforcement of a like rule in other markets would serve to protect the interests of shippers and foster the trade of the vigilant market.

DISSENSION has entered the ranks of the Farmers Co-operative Shipping Association, the successor of the Farmers Co-operative Grain & Livestock Association of Kansas, and the chief champion of the outfit has refused to support the gang in control any longer, because they refused to permit him to examine the books. It is the same old, old story,—what is everybody's business is nobody's business.

CORRECT WEIGHTS at shipping points assist shippers in detecting errors and shortages at points of destination. No shipper can afford to guess the weight of grain placed in a car, but some persist in doing so, and a few of the guessers have weighing facilities, but do not make certain that their scales are in working order continuously. Guess work is always expensive and doubly so when exercised in connection with grain shipments.

LOUISVILLE has brot forth another sensation in the grain trade. A stranger opened an office in that city early in March, and after getting several shipments, turning down drafts and running up a number of bills vamoosed, and his whereabouts are now unknown. It is safer to confine your dealings to members of organized exchanges in central markets regardless of whether the offer is tempting or not.

"DESTROYED BY SPARKS from passing locomotives," is so frequently given as the cause of fires which destroy country grain elevators that it would seem high time some steps were taken to induce railroad companies to attach better spark arresters to locomotives. The grain elevator man whose house is located on railroad right of way is generally in a position that makes it difficult to win a suit for damages against the railroad company, and even if he did, he

could never expect to recover for the loss sustained by reason of his enforced idleness. Better spark arresters could be obtained without much extra expense.

THE Valley Oil Co. is still struggling to get rid of those two traveling packages of extra lard machine oil and extra fine cylinder oil, which have been misshipped so often during recent years. One of their latest concessions is to stand all freight charges and await payment until Sept. 1st. Fortunately for the grain dealers of the country, they have been warned and are loathe to invest their money in packages of unknown contents.

"BROODING and death" is the latest sensation in connection with the conviction of Senator Burton for using his office to defend one of the St. Louis get-rich-quick bucket shops. It is said that the president of the defunct concern grieved so much over the outcome of the suit that it killed him. If sympathetic (?) physicians had announced that his death was caused by his grief for the thousands of suckers who played his game and lost, their statements would be easier to believe.

STEADY freight rates are always preferred by grain dealers who do any shipping. The unstable, fluctuating rates compel the shipper to take so many chances that he soon loses himself in a dizzy whirl. The time will come when the carrier, out of consideration for the shipping public, will establish and strictly maintain summer and winter rates and no changes will be made. The rapidly fluctuating rates make needless trouble and extra work for the carrier as well as the shipper.

SCOOPERS are becoming very scarce, but in some sections of Illinois and Wisconsin railroads continue to tolerate their use of grain cars for warehouse purposes. They cannot hope to market the grain delivered to them advantageously, and hence seldom show a profit as a result of their efforts. It would be much better for the farmers and the trade at large, as well as the carriers, if all grain was forced thru an elevator for loading into cars at country stations.

GRAIN CAR doors are supposed to be supplied by carriers without any hesitancy, but a few carriers are slow to supply the needed doors to some shippers, hence the complaints from the shippers. If shippers who experience trouble in securing the desired supply of car doors will take the matter up direct with the division superintendent or general freight agent their wants will be supplied very promptly. There is no excuse for any delay.

AN OFFICIAL sampler has not yet been appointed to serve the Chicago Board of Trade, altho many members of the

trade are convinced that it would facilitate and simplify the work of the samplers to have it all placed under one official head, who shall be responsible to the Board for the work of the Department. The service would surely be more reliable and more satisfactory to the trade, and that alone is the principal thing to be considered.

CORN CRIBBERS who upon digging into their cribs have found the corn too damp to shell can put corn in condition for shelling in a short time by spreading it out so that the sun and wind can get at it. Sacrificing it as chicken feed at ten cents a bushel may be the easiest way out of the difficulty for dealers who are ever ready to accept losses due to a bad bargain. It never pays to give up and the dealer who is watching for opportunities to minimize his losses does not think of doing such a thing.

BOYS who are permitted to play about a grain elevator perversely persist in tempting death by getting into dangerous places. The latest disaster due to the good natured toleration of the elevator man occurred at Falls City, Nebr., where two boys, while playing in a bin filled with corn were sucked down into the grain and smothered when the men below started to load a car. The best way is to keep the boys out of the elevator, then you will not be charged with their death.

SINCE the congested condition of railroad carriers has been somewhat relieved it would seem a propitious time for them to divert crippled cars to the repair yards that they may be completely overhauled and placed in condition for carrying grain. The best remedy for their many leaks will be a lining of sheet steel. Grain shippers can materially assist in this work of weeding out the poor cars by reporting every bad car to the general freight agent. If shippers would always refuse to place their valuable grain in old, worn out cars which are so weak as to be unable to hold half a carload without springing a leak, carriers would make a more earnest effort to provide better rolling stock. Now that cars are more plentiful shippers are in a better position to insist upon having good cars.

THE KANSAS City Board of Trade has met the conditions existing in that market. Many of the thieves have been arrested and others detected by the watchmen kept patrolling the yards. Two men are now stationed in all large elevators and occasionally carloads of grain are weighed out of different warehouses into others, in order that the work of the scales may be compared. One of the most ridiculous affairs which has come to light in connection with the department is the bringing of suit against the superintendent of the weighing department for

\$10,000 damages by negroes caught stealing grain. The suit was carried before a jury of six white men and six colored men. The theft was clearly proved, but a verdict was brot in of "not guilty," hence the colored thieves brot suit for damages for malicious prosecution. The justice court petty-foggers of Kansas City seem not to be lacking in nerve or gall.

CONTINUED, agitation for a change in the time of the annual meeting of the National Assn., may result in the establishment of dates more satisfactory to all, for future meetings, but it is now entirely too late to think of changing the time of this year's meeting. The time to have agitated the matter was several months ago when the directors were reconsidering their action of Dec. 2nd. If you are against the holding of the annual meeting of the National Assn., in June, attend the next meeting and let your voice be heard.

WHEN preparing to build your elevator, bear in mind that if you will put up a first-class house and study to avoid the common fire hazards, not only will you have the satisfaction of getting a convenient elevator, but you will reduce the cost of insurance to a minimum and make the risk one which will be desired by the most careful and most reliable fire insurance companies. Your banker as well as your farmer friends will have more confidence in you and your elevator. Some insurance companies have lately shown a disposition to shy at the product of the country barn builder. They are skeptical as to its ability to stand and refuse to carry the risk until the house has proved itself equal to the stresses to which it must be subjected. The best elevator is the cheapest for many reasons.

SUGGESTIONS FOR THE FARMERS EXCHANGE.

Information has just reached us hot from the treasurer of the National Farmers Exchange which will amaze everyone familiar with the grain trade's needs. The Exchange has already "Arranged for the purchase of an 8,000,000-bus. terminal elevator in Chicago; no country elevator will be built which shall cost less than \$10,000, and stockholders shall have the first privilege in delivering grain to them. The directors are now at work drawing plans for elevators."

We wish to venture one suggestion and that is if the promoters are going to work the suckers do it right at the start. Soak 'em hard, overawe them. Make the terminal elevators at least 25,000,000 bus. and by all means do not disgrace the company by erecting cheap elevators at country points, they may stand a lasting monument to the promoters' parsimony.

Another suggestion worthy of immediate consideration is that members who have paid for their stock be given the

privilege of leaving money due them for grain with the Exchange as long as they desire. Country banks are notoriously unreliable and the Exchange may need the money.

BUNCHING CARS.

The grain receiver, who bunches the consignments sold any day and remits for all at the average price obtained, does violence to the trust placed in him by country shippers and robs the man who sent in the best grain. Returns should be made at the actual price received.

In most markets receivers will claim that to be their method and in most markets it is their method, but custom seems to have established a law of average in at least one market in utter defiance of the rights of the shipper and the natural laws of trade. Bunching cars is neither right nor fair and the action can not be upheld by either argument or facts. It should be abolished for all time.

APPORTIONING CARS AMONG SCOOPERS AND REGULARS.

The Supreme Court of Nebraska has recently rendered a decision in a case brot by a scooper against a rail carrier, which is of vital interest to all elevator operators as well as railroad companies. The C., B. & Q. R. R. had granted sites for two elevators at Wilsonville, which everyone will admit is enough shipping facilities for any station.

However, a scooper got the idea into his head that he was entitled to all the cars he wanted for warehouse purposes, so applied for a writ of mandamus. He asked for two cars to every three furnished to elevator men. The court found that previous to the car famine the plaintiff was getting one-fourth of the cars brot to the town and as all the grain shippers got all they wanted, it adjudged this to be the proper proportion.

There is no good reason why the shipping public should be discommoded at any time in order that the carriers' cars may be used for warehouse facilities by a scooper. The court maintains that the volume of business, the facilities for loading and the grain in sight must be considered in apportioning the cars. A scooper seldom has any grain in sight, hence is not entitled to a car. If he wants to engage in the grain business requiring him to provide storage and rapid loading facilities as other shippers do. If all grain was scooped into cars carriers would need double their present equipment to render equal service. In fairness to all the scooper should be denied cars.

The syllabus of the decision is as follows:

"It is the duty of the company to furnish the necessary cars for the transportation of goods offered for carriage, but when it furnishes itself with appliances for the volume of business it can reasonably expect will be offered, taking into consideration that at certain seasons more

are needed, it has fulfilled its duty in that regard and it is not required to provide for such a rush of grain or goods for transportation as may only occur in any given locality temporarily or at long intervals of time.

"It is the duty of the company under the common law and the statutes of the state to supply cars to all persons or associations handling grain without favoritism or discrimination in any respect. During a temporary scarcity of cars the company is entitled to consider, in apportioning cars between applicants, the relative volume of business and the facilities for loading that each possesses. Though there may be a difference in the number of cars furnished different dealers at the same station, if no favoritism or discrimination is shown and the number is fairly proportioned to the volume of business, the facilities for loading and the grain in sight, no shipper has a right to complain of the difference though he is not getting all that he deems necessary for his business."

ANOTHER \$100,000,000 GRAIN COMPANY.

Unfortunately for gullible bucolics, another Farmers Grain and Live Stock Commission Company has been launched upon water-buying suckers. Its capital stock is only \$100,000,000, and its purpose is to drive the packers, the live-stock commission men, the grain dealers and even the grain exchanges out of business.

The company seems to have sold at least enuf stock to issue a booklet which makes clear why it will be in a superior position to supply the needs of the grain and live-stock grower. The conceited wiseacre who is compiling literature for the company, proves how little he knows about modern mercantile methods by stating that "The exchanges and members of the trade throughout the country have no more right to set a price on the farmers' production than the farmer has to set a price on the merchant's goods. The farmer is entitled to a fair profit, and the only way to secure that profit is to get out of the clutches of the middle man. We can secure this profit for the farmer as we are in a position to know what the supply and demand is every day and can supply the market demand without creating a surplus." Such knowledge will surely prove profitable to any business, but the man who possesses it and then offers to give it away is surely a philanthropist or a fool. The large grain firms which have been established for years, spend thousands of dollars daily trying to obtain reliable information as to the world's supply and demand, yet right here is a man who knows it.

The writer of this very remarkable booklet insists "There is no chance for any argument against our plan, except that a few middlemen will be out of a job." He neglects to say how much the farmer will be out, altho he leaves the reader to infer that the farmer will save all the company's prospective net profit, to-wit: \$11,490,000. The net profit on the general merchandise business to be conducted by the company is not stated, but it is presumed that it will amount to at least as much more, as all of the wholesalers and retailers as well as catalog

houses are to be driven out of business.

One more very remarkable feature of this company is that it sells only its 6 per cent preferred stock to farmers, because of the anxiety of the promoters to provide safe investment for trusting tillers of the soil. It is claimed that "Our company will have the strongest backing of any company in the world, producing everything for the existence of every man, woman and child in the United States."

It is somewhat difficult to perceive how all this great work will be accomplished with a paltry capital of only \$100,000,000. Everybody is asked to subscribe at \$100 per share, but when cash is paid for stock a liberal discount will be allowed. However, the company very discreetly "reserves the right to return the amount of subscription, in case the stock has been over-subscribed." Surely this was a timely safeguard, inserted in the subscription blanks, to relieve the promoters from early embarrassment.

The scheme is so very good that it ought to make the whilom American Farm Company and the Farmers Co-operating Warehousing Syndicate, all of Buffalo, turn green with envy. If the Farmers National Exchange is not careful this gigantic Grain and Live-stock Commission Co. will absorb it, or at least merge it, in defiance of the laws and the decision of the United States Supreme Court.

"Trust With a Million Members."

By Traveler.

Copies of the "Saturday Evening Post," with an article on the "Trust with a Million Members," have been passed around among grain men of the Northwest, during the last few weeks, until some are tattered beyond description; but the verdict expressed in regard to this precious effusion is always the same. Sometimes it takes the form of a shrug of the shoulders or a lift of the eyebrows, but more often strong language is used. The skillful evasion of the real points at issue and the half-truths that are falsehoods which the writer used call forth more indignation than humor, for dealers are getting rather weary of this perennial distortion of facts. There never was a time when grain has been bought on margins so close as at present, or when competition cut profits so low; and yet a horde of agitators are abroad in the land stirring up dissatisfaction, propounding colossal schemes for co-operation and raising hob with the grain trade generally. Farmers' elevator companies spring up on every hand. Most of these collapse, it is true, but while in existence they make life exciting for the regular shippers and leave much ill-feeling behind. Such articles as that above mentioned and those of similar tenor that appear in the country weeklies work incalculable harm; but what are the dealers going to do about it? Must they wait for the craze to die out as did the granger movement?

Asked— Answered

CAN KAFFIR CORN BE MIXED?

Grain Dealers Journal: Will someone be kind enough to inform me, by a letter in the Journal, where the Kaffir corn produced in Kansas, Nebraska and Iowa finds its principal outlet and to what uses it is mainly put? Can it be mixed to advantage with anything else?—C. V. H.

MINIMUM CAR LOADS IN ILLINOIS?

Grain Dealers Journal: Some time ago reference was made in your columns to the minimum weight of a car of grain moved wholly within the state of Illinois, which was given as 30,000 lbs. Now I think the state law provides that the railroad companies are not permitted to charge freight in excess of 24,000 lbs., where the load is that quantity or less, no matter what the capacity of the car used. Am I right in this? On interstate traffic, of course, the rules of the railroad companies govern.—C. C. McG.

HOW MUCH WATER IN CORN?

Grain Dealers Journal: I was very glad, indeed, to note the reply made by Mr. Hess to my inquiry about kiln-dried grain, and from what he says the process seems to be desirable in many ways.

One thing which had never occurred to me is the fact that when grain is shipped in a wet condition freight has to be paid on so much water. Possibly it is seems childish to confess to such an oversight, but I believe there have been others just as simple as myself. I should like to know now, approximately, about how many pounds the superfluous moisture amounts to on a carload of corn, say of 50,000 lbs., when it is real wet, as so much is this season. I don't suppose this can be figured very closely, but an estimate will do.

I hope, also, that your Journal will keep track of the experiments made by the Dept. of Agri. in regard to the effect of drying on germination; for I should like to see this point brought out further.—Mixer.

IS "DUNNAGE" A LEGITIMATE CHARGE ON RIVER SHIPMENTS?

Grain Dealers Journal: Having shipped a number of loads of bagged grain down the Mississippi River to St. Louis, I have been surprised to find in the account sales rendered to me a charge for "dunnage," which I understand is for material used in keeping the sacks from contact with bilge-water. Now why should I stand a charge of this kind any more than I do for grain-doors used in a car? If the Diamond Jo line or any other line contracts to carry goods to St. Louis, isn't it understood that proper precautions shall be taken, without any charge other than the regular rate of freight, to deliver the cargo in good condition? It would be if the grain were shipped by rail.

It seems to me that the St. Louis Merchant's Exchange ought to find some way of ridding that market of the heavy terminal charges that are made there on one

excuse or another. I had grown used to most of these, but items such as "dunnage" are exasperating. Can they be legitimately assessed against the shipper?—J. P. M.

IS ARBITRATION COMPULSORY?

Grain Dealers Journal: Is there any agency which will compel a buyer to submit to arbitration when he has bought grain by sample and has a load delivered to him which is not up to sample and which he claims he cannot use even at a discount? If he offers to accept the grain at a discount, can he be compelled to leave the amount of the latter to arbitration? I have reference particularly to cases arising in terminal markets where there is an exchange with rules for the conduct of its members, but no provision for arbitration in either of the instances above cited.—Geo. H.

Letters From Dealers

CONVENTION OF NATIONAL ASSN. TOO EARLY.

Grain Dealers Journal: In the Journal of Apr. 10 I notice a protest from E. L. Rogers of Philadelphia against the changing of the time for holding the annual meeting of the Grain Dealers National Assn. from October to June. I heartily indorse what he has said.

I think the time entirely too early and very unfavorable for the dealers in this section.

The time conflicts with the date for holding the convention of the Ohio Grain Dealers Assn.

Local and state organizations should not give way to the National, as they are of more benefit to the interior buyer than the latter, for the National is only the outgrowth of the local and state organizations and can not possibly be as near to the country shipper as his own assn.

I think no time in the year is as favorable as early in October.—Yours truly, John B. Van Wagener, London, O.

DEMURRAGE SHOULD BE RECIPROCAL.

Grain Dealers Journal: We notice from time to time in the Grain Dealers Journal that the question is up in regard to having a law passed compelling the railroad companies to pay for keeping cars over time, as well as permitting them to charge us demurrage for holding cars over time.

We believe the railroads ought to collect demurrage if we are slow in unloading cars; it is just to them. On the other hand we believe a law should be passed, and we will do all in our power to help, to cause the railroad company to deliver cars in a reasonable time. For instance:

Last week we received a car of feed that had been on the road for 22 days from St. Louis. In February we had 24 cars of feed, which, with the exception of 4, were all from 3 to 10 days longer on the road than they should have been. We now have 3 cars on the road that should have been here a week ago, and we need them badly, as feed is very scarce. Can we do anything in any way to right the matter?—Osgood Grain Co., Osgood, Ind.

THE TIME OF NATIONAL MEETING.

Grain Dealers Journal: I notice in your issue of the 10th a letter from an Eastern gentleman, expressing his great surprise that the Board of Directors of the Grain Dealers' National Association did not take into consideration the interests of the Eastern members and the general country member in considering the change of date for the next annual meeting.

The fact is, speaking from knowledge, that it did consider the wishes and interests of a very large majority of the members and associate members of the Grain Dealers' National Association regarding the annual meeting being held in June instead of October, and your Eastern correspondent shows his lack of knowledge of the wishes of the majority regarding the date; and, his letter being so decided and so misleading to your Journal readers, I feel compelled to answer it.

In the first place, at the last annual meeting, where the matter of date of holding the annual meeting was discussed, the opinion was very nearly if not quite unanimous that October was too late to accommodate the majority of the members of the affiliated Associations and the October date was strongly opposed, and the directors were instructed to place the next annual meeting in June.

However, some of the directors did not feel bound by those instructions, or the request, and a very small majority of the directors, in meeting assembled, placed the date in October instead of June, as had been requested. Immediately the members of the association and some of the affiliated associations found fault with the action of the directors and threats came from some of the largest and most interested affiliated associations of withdrawal, as the harvests would be either completed or in progress in their states, and the dealers could not spare the time to attend the annual meeting, and they still desired that the meeting should be held in June, as was voted at the annual meeting.

There was also a very large petition of members presented to me, asking that the date be changed to June, and this petition could not be disregarded. There was a postal card vote taken of the regular members and secretaries before the December meeting, as to date, which stood 146 for June and 42 for October. The directors' vote, regarding whether there should be a change, resulted in the affiliated associations voting 2182 for June and 835 for October, or no change.

While your friend's letter suggests that members were not consulted, a number of directors of affiliated associations took pains to find out the wish of their members. I quote the following from one of them:

"Enclosed please find papers which are self-explanatory. Trust that my delay has not been a source of inconvenience to you. I have taken the trouble to write all of our local dealers, relating to the June meeting, and fully 75 per cent. of them seem to favor the date, which explains the change in my vote."

(This director was one who voted in favor of October.)

At the present time the indications are that we shall have the largest meeting of the Grain Dealers' National Association that has ever been held. Our information is that June is a month that the members can spare and the one month that they would spare this season, which will enable them to attend the St. Louis Fair and

the Hay Dealers' Association and still enjoy the pleasant meeting which they know the Grain Dealers' Association always has. Yours very truly, Israel P. Rumsey, Director-at-Large, Chicago, Ill.

OPPOSED TO MEETING BEING HELD IN JUNE.

Grain Dealers Journal: I send a copy of the Philadelphia Press with a marked item commenting on the change of the time of meeting of the Grain Dealers National Association. [It is as follows:]

GRAIN DEALERS DECLARE REVOLT.

A war is on within the Grain Dealers' National Association which threatens to dismember this influential trade organization. Unless an olive branch is offered to the dissatisfied element, which consists of the Eastern and Middle West districts of the United States, many old-time leaders may leave the main body and establish a union of their own.

The cause of dissension is the change in the date of holding the annual convention from October to June. The membership is very large and represents every city and State in the Union, and since the organization of the association the time of holding the conventions had always been fixed at a date following the gathering of the grain crop for the year.

As early as January of this year the directors of the National Association met and the announcement of the meeting for October in Milwaukee was cheerfully accepted by the entire organization.

Then the National Hay Association, many of whose members are connected with the Grain Dealers' Association, concluded to hold its annual convention in St. Louis on June 14, 15 and 16. Fearing that the hay men would monopolize the interest and prestige of the trade by their early date of meeting, the directors of the Grain Association changed their date from October to June 22, 23, 24.

Former President E. L. Rogers, of the Commercial Exchange, who is a representative of the Grain Committee here and a prominent member of both the Hay and Grain Dealers' Associations, has just written a strong open letter to the official organ of the Grain Dealers' National Association in Chicago. Speaking of the bitter feeling occasioned in the East, he says in concluding: "The Grain Dealers' National Association has made the mistake of its life."

As it now stands it is predicted that the Hay Association meeting will be a success, with the chance that the grain meeting will be a fizzle, as a large majority of the Eastern members of the Grain Dealers' Association, who are also allied with the National Hay Association, will not take more than a week for their convention trip. On all sides, during change hours, you hear of those in the trade who are going to St. Louis, but scarcely any one who talks of staying over in Milwaukee.

The hay men are jubilant over the situation and say the whole matter may end in a disruption of the Grain Dealers' National Association.

There is no change in the sentiment of the eastern members generally as far as I can find. I fail to see any expression of opinion on this subject in the Grain Dealers Journal of April 10th, although you did publish my letter written some time since. The only point that I overlooked in that letter was the simple fact of the Grain Dealers Nat. Ass'n holding two conventions in the same crop year. The folly of doing such a thing is too pronounced even to comment upon.

Then it would hardly be worth while for the different exchanges in the country to send samples and I hardly believe the Chief Grain Inspectors Nat. Ass'n will consider it worth while to meet again so soon after the meeting held in Minneapolis last fall. I was in hopes that there would be a general expression of opinion from the different trade journals, especially those like your own interested in the grain trade, and that we would bring sufficient pressure upon the Board of Directors of that Association to again re-

consider and decide to hold the meeting in the fall instead of June. Yours truly, E. L. Rogers, Philadelphia.

THE CHANGE IN DATE OF NATIONAL MEETING.

Grain Dealers Journal: In the Journal for Apr. 10 I noticed a letter signed by E. L. Rogers, protesting against the change in date of the meeting of the National Assn. from October to the latter part of June, stating in his letter that he understood such change was adopted and urged for the convenience of the Chicago members of the Assn. Knowing this to be an injustice to the Chicago people, and believing that Mr. Rogers would be pleased to have himself corrected in his impression, I take the liberty of stating that the change as made was at the urgent request of practically the entire grain trade represented west of the Mississippi River.

In fact, if the National Assn. desired the attendance and co-operation of this trade west of the Mississippi River, it would be necessary that the meeting be held at such a time as an attendance from these sections could be secured. In the territory mentioned the small grain crops commence to move in July. This is especially true in the southwest, and from that on until March 1st, there is no time during which an absence from business is justified by grain men from this territory. This same condition applies to Illinois and Indiana.

It has been proven during the past six or seven years that the National meetings were not attended as they should be, and invariably it has been determined that it was because of the inability of even those who were greatly interested to get away from their business.

The main reason, however, was that unless this change was made it would be entirely out of the question to interest the Northwest, for even last year with the meeting in Minneapolis, business was so pressing that a great many people thoroughly in sympathy with the National Assn. were unable to attend the session of that organization while it was being held in the city. I believe in view of this fact, and inasmuch as the territory represented covers a very large percentage of the National Assn., Mr. Rogers will find that the best interests have been served by such change.—Yours very truly, W. H. Chambers, Minneapolis, Minn.

APPROPRIATIONS NEEDED FOR RIVERS AND HARBORS.

Grain Dealers Journal: Press reports from Washington indicate a determination on the part of many Congressmen to oppose as far as possible all appropriations for river and harbor improvement, and, in behalf of the grain dealers of the great middle West, I wish to say a few words of protest against this course of obstruction, which is becoming more and more pronounced each year.

While the railroads have taken in a large measure the traffic which formerly was carried on our rivers, it is none the less important that the latter should be kept open to navigation, not only for the sake of the trade which still depends upon them, but also for the purpose of maintaining a check upon railroad rates, which at present constitutes their chief sphere of usefulness. To that end their channels must be kept open.

In order to appreciate the importance of this point, it is only necessary to compare rates of freight on traffic which

moves in the vicinity of or in competition with any navigable waterway with those in territory which depends solely on the railroads for transportation. It will be found in nearly every instance, if not in all, that there is a startling increase as stations recede from the waterways, advances being made entirely out of proportion to the distance. This was brought out with convincing clearness, some two or three years ago, in the map of a portion of Illinois showing railroad lines, rivers and comparative rates, which was published by some newspaper. I neglected to preserve a clipping at the time and if any of the Journal's readers know where such a map can be obtained, I will thank them to state the fact in the next issue.

This is a subject which it seems to me should be kept in the public mind, and a good opportunity for exploiting it, so far as the West is concerned, will be afforded by the next Trans-Mississippi Commercial Congress, formed of delegates from all commercial organizations West of the Mississippi, which will meet at St. Louis on or about July 7th. The writer of this article will take pains to see that suitable resolutions are introduced, and, as it is probable that the grain trade will be largely represented, at least by delegates from leading exchanges, he hopes the matter will be given proper consideration in advance of the meeting. Congressmen should be made to understand that they cannot cut off appropriations in aid of commerce, while allowing the utmost extravagance in other directions. The railroad lobby is very active in opposition to any measure which, however remotely, tends to restrict the ability of the all-rail lines to charge "all that traffic will bear"; and the pernicious activity of these paid agents must be met by corresponding effort on the part of the shippers of the country.—F. F. R.

Glucose exports during the 8 months prior to Mar. 1 were 104,458,262 pounds; compared with 74,147,850 pounds for the same period of the preceding 12 months.

Irrigation will make rapid progress after the supreme court has decided whether waters of the western rivers are the property of the states in which they have their source, of the states thru which they flow, or of the United States.

The returns of various Lloyds to the New York Insurance Department are not calculated to increase confidence in those concerns. Indeed, some of them appear to be frauds upon the public, and the quicker they are suppressed the better. They all depend upon their unpaid pledges to make good the deficiencies, but past dealings with Lloyds in this city have shown that unpaid pledges are worth less than ten cents to the dollar. Think of the Lloyds of New York, with only \$15,173.75 assets and \$18,304.53 unpaid losses with \$28,540.96 other additional liabilities and risks in force amounting to \$1,500,500. Worse yet, the New York Fire Lloyds (Cortes, Patterson & Horvey, attorneys), with only \$17,435.17 cash assets and losses unpaid of \$74,083.41 and \$34,000 other liabilities, and holding risks in force of \$1,313,107. The Manufacturers' Lloyds (Jameson & Frelinghuysen, attorneys) has total assets, \$41,621.20; unpaid losses, \$14,878, with total liabilities (including losses) of \$57,707.66. Receipts for the year were \$63,399, paid for losses \$83,157.06, and for expenses \$16,353.94—total \$99,511—with risks in force at the end of the year of \$4,318,744.—Insurance Monitor.

Spreading Out—The Consequences of It.

By Col. S. Rice.

Every now and then a traveling-man advises his employers that there is no profit in soliciting consignments from so-and-so, as he is "tied up" to some commission house or elevator company; and, speaking from the observation of the writer, such reports are becoming increasingly frequent.

Now what does this mean? Are grain dealers sharing less in the general prosperity than merchants representing other lines of trade? Perhaps so in some sections where the crops have been poor for one or even two seasons running; but may it not also indicate a disposition to lean on someone else for financial support or to "spread out" on the basis of funds easily borrowed?

The latter is a practice that has come about through the conditions of the times and can hardly be said to be confined to the grain trade; yet it will assuredly bring to grief more than one dealer who is now envied by his "less progressive" neighbors.

Many who were formerly content to do a profitable business at one station, which prospered largely through the fact that it had their personal attention, have within the last three years or more itched to become the possessors of small lines of houses, and, having acquired two, three or four elevators, they have looked for new fields to conquer.

This, of itself, is a praiseworthy ambition; and, in fact, most of the large elevator systems of the country had their beginning in small enterprises. It was the natural method of development before the railroads commenced to grant practical monopolies of sites along whole divisions of new lines; but few or none of those large systems were built up wholly on credit. They resulted from steady accumulation and mutualization of interests, and that is the only safe method to be pursued today.

Of late years there has been a large amount of money available for investment in the grain commission business, to which it has been attracted by the prospect of large returns in the shape of interest on loans—large, that is, in comparison with other lines of investment equally safe; and the number of commission firms has increased materially in every terminal market. Money is freely offered in the country on liberal terms, and one dealer after another has taken advantage of it to buy or build more elevators, notwithstanding the fact that in doing so he has mortgaged his future. Now the pity of it is that the houses so purchased have often been taken at double their real value (for, where any dealer is doing a profitable business, it is necessary to offer him large inducements to sell out), and those built have in many cases been at stations where another elevator was not needed; yet the money thus expended must some day be returned or the property lost, and how shall the wherewithal be found with which to pay? Good profits may undoubtedly be made, with careful management, but the day of extraordinary margins is past. Does it seem reasonable to expect that enough will be realized in the ordinary course of business to discharge the obligations so jauntily assumed? Does experience in any line point to such a conclusion?

Some of the commission houses which have been in business for a quarter of a

century or more—those that carried their shippers through the black days of the panic—have tried to discourage undue "spreading out," and not infrequently it has cost them the shipments of old and valued correspondents; but they are adhering to the safer course, which must eventually prove the better for all concerned. Such houses are willing to assist their shippers financially in every reasonable way; but they do not want their funds tied up in elevator property scattered throughout their territory, and, above all, they do not want it on their hands to be disposed of later on.

Dealers will do well to give this matter careful consideration. If they are now carrying more than it is safe for them to assume under conditions less favorable than at present, retrenchment is advisable while yet there is time.

Death of Geo. B. Dewey.

The many friends of Geo. B. Dewey, who for years has traveled over the central grain states in the interest of Chi-



Geo. B. Dewey, Deceased.

cago receiving houses, will be grieved to learn of his recent death.

He has been identified with the trade for about 30 years, having started in the grain business first in Cincinnati, as traveling man for Case & Co. Later he was admitted to partnership and for two years was a member of the firm. At the dissolution of the firm of Case & Co. he became a member of the firm of Southerland & Dewey. The new firm built up a large shipping business throughout the south and southeast.

About 15 years ago Mr. Dewey came to Chicago and first served as traveling solicitor for W. M. Timberlake. Later he was with Milmine, Bodman & Co., Calumet Grain & Elevator Co., and with Fyfe, Manson & Co. at the time of his death.

Mr. Dewey was in his 59th year, but had been in very poor health for some time past, hence to his near friends his death on April 12th, 1904, was no surprise. He was born and raised at Delphi, Ind., where his body was taken for burial. He leaves a widow and two married daughters.

Mr. Dewey had a host of friends in the

trade. He had traveled in Illinois so long and so extensively that he knew the majority of the dealers, and to many of these his taking off will be a personal loss.

Milwaukee Hotel Rates.

The metropolis of Wisconsin is better equipped in hotel accommodations to entertain the annual meeting of the Grain Dealers National Assn., than any city favored by it during recent years, and the rates announced for the convention do not disclose the inordinate greed exhibited by the Minneapolis hotel keepers last fall.

The following rates have been announced as the regular rates of the hotels and the Executive Committee has been assured that this schedule of prices will be maintained throughout the convention, without deviation. It may remind some of the unfortunates of their treatment at Minneapolis, because it is so different, but they will be able to put up with it without even registering a kick.

Aberdeen Hotel, Grand Ave., \$2.00 per day, European.
Hotel Atlas, 3rd & Sycamore Sts., \$2.00 per day, E.
Hotel Blatz, City Hall Sq., \$1.00 to \$2.50 per day, E.
Hotel Davidson, 3rd & Grand Ave., \$1.00 to \$3.50, E.; \$2.00 to \$3.50 Am.
Globe Hotel, Wisconsin & Cass Sts., \$5.00 to \$10 weekly, E.; \$10 to \$15 weekly, Am.
Kirby House, E. Water & Mason Sts., \$2.00 to \$2.50 per day, E.
Hotel Pfister, Wisconsin & Jefferson Sts., \$1.50 to \$3.50, E.; \$3.00 to \$5.00, Am.
Plankinton House, Grand Ave., National Hdqrs., \$1.00 to \$3.50, E.; \$2.50 to \$5.00, Am.
Republican House, 3rd & Cedar Sts., \$2.00 to \$3.00, Am.
Schlitz Hotel, Grand Ave. & 3rd St., \$6.00 to \$12.00 weekly, E.
St. Charles, City Hall Sq., \$2 to \$3, Am.

The Grain Buyers' Greed.

By G. C. Julius Spoerri.

Some Grain Dealers always want to be "boss"
And insist upon handling all grain with a loss,
So they fling to the wind all reason and sense,
And in a fit of passion commence,
To demonstrate their certain right
To buy every kernel of grain in sight.

It grieves them sorely to see a load
Go to their competitor across the road.
They sit and wonder and resolve by-thunder
That the "other feller" must be rent asunder,
So they fret and stew and well—such a mess
All because of their own selfishness.

Intent upon putting their neighbor "on the bum"
They then begin to make things hum.
The first thing on the programme, the prices they boost,
Figuring the "duffer" will "go to roost."
You may remember that foolish day
When the "fight" begun, and there was — to pay.

The prices you paid brought out the grain
And the country for miles around hid grain,
And the "other feller" didn't prove such a chump.
For he kept you continually on the hump,
And like a general tried and tough,
He filled you up on the long-priced stuff.

You tried to injure your neighbor's good name
But found yourself beaten at your own game.
Your house was filled and the market slumped,
And you may know if you've been bumped
That fighting a feller to hear him "holler"
Is a mighty slow way of making a dollar.

Wheat Commission at Chicago.

For several years past the rules of the Chicago Board of Trade have required grain receivers to handle consignments of wheat for a commission of $\frac{1}{2}$ cent per bushel while the commission men at Minneapolis, Milwaukee and St. Louis were charging 1 cent per bushel for the same service.

The receivers are generally agreed that at a commission of $\frac{1}{2}$ cent per bushel, wheat is the least desirable of any consignments received, the interest on advances to shippers often amounting to as much as the commission on the sale. The shippers are shrewd enough to understand that they cannot expect the use of the receivers' money and to command his best time and energies in securing the top of the market prices for a pittance, and most of them will willingly pay the same commission on wheat as is charged in other western markets. The opinion of different receivers in Chicago makes a very strong case in favor of an advance, as may be seen from the following:

H. N. Sager: I favor the proposed advance in commission charges for handling wheat to 1 cent per bushel, which would be the same as is charged in most other markets for handling wheat, and the same as is charged in this market for handling barley and rye. Selling wheat by sample requires much more care and effort than selling corn or oats and also requires expert knowledge to obtain best results. It is the most valuable of all grains and, in consequence, drafts paid against it are larger than drafts against the same quantity of any other grain. On the other hand, it is one of the heaviest of grains and in consequence the carloads in bushels are about the smallest. Under the present rule of $\frac{1}{2}$ cent per bushel the loss of interest to the receiving house on account of advances against bills of lading amounts to nearly as much as the commission, because it is the custom in this market to make no charge for interest against such advances.

A. L. Somers: I am in favor of the advance to 1 cent per bushel in the commissions on wheat, not only because all the other large wheat markets charge 1 cent per bushel, but because the business at $\frac{1}{2}$ cent per bushel, does not pay. Oats and corn at $\frac{1}{2}$ cent per bushel, on account of the larger cars loaded, pay out considerably better, and even with the 1-cent per bushel commission charge on wheat, it will be one of the poorest paying articles in the commission business. Oats and barley will easily, at their present rate of commission, pay twice as well as wheat at 1-cent per bushel, and I see no reason why we should continue to handle wheat at what practically amounts to a loss. If we cannot get the wheat to this market except by main force, I think it best that it be sold elsewhere. Let it come here if the demand warrants it.

James Crighton: Some weeks ago a petition was presented by the members of the Chicago Board of Trade, very liberally signed, asking that the directory would formulate a rule so that the commission on wheat would be raised to 1 cent per bushel. While the writer did not sign that petition he approved of the action of the members in asking an advance in the rates for selling wheat on squarely business conditions. You will notice that our commission for selling a car of oats, which will average possibly

1,200 to 1,400 bus. and the selling price generally in the 30's, the compensation for same is $\frac{1}{2}$ cent a bushel. On barley where the shipments are about 800 bushels to the car, advances nominally \$400, the compensation is 1 cent. On rye the compensation is 1 cent. On corn the compensation is $\frac{1}{2}$ cent, while on wheat, which requires more specific and expert handling, much longer work in selling a car and the advances usually from \$600 to \$700 on a shipment, the commission is $\frac{1}{2}$ cent a bushel, and as commission houses in Chicago generally waive interest on all advances on shipments, you will see that the rates for selling wheat are ruinously low at $\frac{1}{2}$ cent, especially so when you take into consideration the expert skill and knowledge necessary in handling that cereal.

To give you an example, I know of a specific car that came into the city some weeks ago, and the house which received same; the buyer's first bid on day of arrival was about 75 cents per bushel. By taking care of same and under proper handling, the last sale of this car we know to have been over 86c. This was an extreme case, but it merely shows the judgment and time required, and the way that wheat should be handled. If we could receive wheat and merely place it in store and take what buyers offered for the wheat, why $\frac{1}{2}$ cent might be ample compensation, but where the commission house uses its good judgment and care and gives shipments the necessary attention to a bushel I consider low enough compensation for selling wheat by carload. You will also bear in mind that Chicago is getting further away from the wheat fields, and the distance from the harvest fields to Chicago requires one to two weeks more time than the Illinois or eastern Iowa trade, which accumulates heavy interest charges on drafts, without cost to shipper.

A rule increasing the commission on wheat to 1 cent per bushel has been posted by the Directors and will soon be voted upon.

"Have you a bucket shop in this town?" inquired a stranger, stepping into the railway baggage room. "No," replied one of the baggage handlers with a puzzled look, "but we have a tub factory."—Mankato Free Press.

Ear Corn Keeps Best in Tight Cribbs.

In a recent interview J. S. Wiley of Decatur, Ill., expressed views regarding cribbing ear corn which are directly opposite to those held by the majority of grain dealers. Mr. Wiley speaks from experience and not from theory.

He cribbed several million bushels of the crop of 1895 for Pratt & Co., at different stations in the west, and none of it kept so well as that placed inside in a tight crib at Marceline, Mo. This crib was about 40 feet long, 20 wide and 16 to 18 feet high. It was filled to the roof with ear corn and kept closed for three years. Finally it was sold, by the wagon load, to feeders. It came out of store in much better condition than other ear corn cribbed in open cribs at the same and other stations. It was bright, sound and shrunk only 3 per cent. The other corn, which was shelled from open cribs at the same and nearby stations, shrunk from 9 to 12 per cent.

Mr. Wiley maintains that where ear corn is stored in ventilated cribs that a continuous stream of air is passing thru the ventilators, and, as the air outside the crib is of a different temperature than that on the inside, the moisture carried in by the air will be condensed and absorbed by the corn.

The ventilator will act just the same as a drainage tile in a dry season of the year when the moisture is all out of the ground. The atmosphere passing through the tile is of warmer temperature, condenses and forms moisture. To make it plainer, you can fill a glass of water; the temperature, being warmer, will condense on the outside of the glass. It is the same with air passing through a ventilator; unless the temperature inside the ventilator can be kept the same as the air passing through it, thus keeping that part of the corn moist all the time. When the moisture has evaporated from ear corn stored in tight cribs the corn is not likely to absorb it. In a ventilated crib moisture is constantly collecting and evaporating. This causes corn to shrink materially and to deteriorate. In my estimation the only way to store ear corn is in tight cribs. It comes out in better condition, will grade better and shrinks less.



Grain Trade News

CANADA.

Brandon, Man.—Thos. Law has withdrawn from Alexander & Law Bros.

Miniota, Man.—The Miniota Lumber & Grain Co. incorporated, \$50,000 capital.

Fort William, Ont.—The Empire Eltr. Co. has let the contract to the Barnett & Record Co. for the erection of a 1,750,000-bu. eltr., which will consist of a 500,000 bu. working house and tile storage.

Calgary, Alta.—The Canadian Eltr. Co. has bot the lumber yard of Van Wart & Co. The company intends making Calgary its lumber headquarters and establishing branches over the territories.

Winnipeg, Man.—The Northern Eltr. Co. is preparing for the erection of a 500-barrel flour mill at Winnipeg. The mill will be located so as to be easy of access from the C. P., C. N. and G. T. P. Rys.

Montreal, Que.—The Canada Malting Co. has let the contract to the Barnett & Record Co. for the erection of 11 tile tanks and a brick working house, both to be fire proof and the total capacity will be 375,000 bus.

Winnipeg, Man.—An office of the Great Northwestern Telegraph Co. has been opened in the Grain Exchange building, on the same floor as the board room, for the convenience of the members of the Grain Exchange and tenants of the building.

St. Boniface, Man.—Rudolph Potishk was seriously injured while working on the eltr. which is being erected for the Crown Grain Co. He was working on a scaffold which gave way and he fell 60 ft. into a bin, sustaining internal injuries which may prove fatal.

Port Arthur, Ont.—Sidney McGinness, who was employed on the construction of the C. N. R. tile eltr., was killed instantly Apr. 10 by falling from the top of a tank a distance of 80 ft. This is the first fatality that has occurred on this building, which is nearly completed.

Hartney, Man.—The Jas. Innes Milling Co., Ltd., incorporated, \$55,000 capital, to do a general grain milling, eltr., warehousing and general merchandise business. Incorporators, Jas. Innes, Lysbeth McKenzie Reid, Edw. H. Laughlin, Robert A. Creighton and Frank Hill.

Goderich, Ont.—The Northern Eltr. Co., of Winnipeg, has brot suit against the Lake Huron-Manitoba Milling Co., of Goderich, for \$10,000 damages which it claims is due it for grain which was consigned to the defendant to be held to the order of the plaintiff, but which the milling company converted to its own use.

Winnipeg, Man.—The C. P. Ry. Telegraph Co. has installed a wire connecting the Winnipeg Grain Exchange with the Montreal Board of Trade building. It was formally opened Apr. 12 by a congratulatory message from A. R. Hargraff, pres. of the Grain Exchange, to Geo. Thomson, pres. of the Montreal Corn Exchange.

CHICAGO.

Board of Trade memberships are quoted at \$3,500.

McIlvane King, who was formerly of King & Harris, is now connected with A. J. White & Co.

The directors of the Board of Trade appointed Apr. 18 as the date for the payment of the annual dues.

The memberships of Jas. M. Wanzer and Wm. H. Chadwick, of Wanzer & Co., have been posted for transfer.

The So. Chicago Eltr. Co. has succeeded the late Chas. Counselman in the management of Rock Island Eltr. A, as a regular house.

Daniel Kennedy & Co. dissolved partnership Apr. 20, W. R. Adey retiring. The business will be continued under the same name as heretofore.

Geo. M. Patch has gone with Lohrke & Co. as mgr. of the office. He was with Carrington, Hannah & Co. for 22 years, several years as a partner.

H. D. Wetmore and wife have returned from their trip around the world. They spent much time in Egypt, southern Asia, Japan and the Philippines.

The grain committee contemplates purchasing a moisture testing apparatus. Tests of moisture made by the committee have shown an excess in corn graded No. 2.

The Harris-Scotten Co. incorporated, \$500,000 capital, to do a general grain business, succeeding J. F. Harris & Co. Incorporators, J. F. Harris, S. G. Scotten, J. G. Snyderacker and T. C. Cunningham.

The Chicago Title & Trust Co. was on Apr. 19 appointed receiver in bankruptcy by Judge Kohlsaat, for the business and assets of the Weare Commission Co. This it is thot will wind up the career of what was once one of the largest firms in the grain business in Chicago.

Poor quality of the corn in some of the regular eltrs. is making trouble between the shippers and the eltr. companies at the opening of navigation. The Armour Grain Co. has had a boat at the Nebraska City Eltr. since Apr. 5, waiting in vain for the proprietors of that house to tender corn that was satisfactory. The official report of stocks shows the Nebraska City Eltr. to have 400,000 bus. of contract corn, but the corn tendered has been rejected by the state inspectors. The corn is said to be mealy and broken, showing evidence that it has been damaged in kiln drying. Geo. E. Marcy of the Armour Grain Co. says: "Kiln dried corn is all right, but when the corn is too poor to start with, and too much water is dried out of it, it will break up. This corn should never have graded over No. 3." Objections recently were made by the Armour Grain Co. to corn tendered at the National and Central eltrs., but the grade was sustained by the committee. Nebraska City Eltr. receipts, which had been surrendered, were held an unreasonable time after their return was demanded, and the Armour Grain Co. had to make complaint to the Board of Trade

of the delay, which complaint was withdrawn when the certificates were turned over. The directors, however, at a special meeting, Apr. 21, declared the Nebraska City eltr. irregular, because the operating company is in the hands of two receivers, and no one can be found to guarantee the receipts. The house contains 8,968 bus. No. 2 hard winter wheat, 61,093 bus. No. 2 red winter wheat, 20,545 bus. No. 4 red winter, 470,270 bus. No. 2 corn, 10,000 bus. standard oats, and 33,761 bus. No. 2 rye.

COLORADO

Walsenburg, Colo.—The Sporleder Feed & Commission Co. has succeeded F. E. Hopkins.

ILLINOIS.

Pierson, Ill.—F. Fuson has succeeded Fuson Bros.

Barnes, Ill.—J. W. Probasco has installed a gasoline engine.

Anchor, Ill.—The Farmers Eltr. Co. incorporated, \$3,500 capital.

Flora, Ill.—S. P. Townsley has succeeded Shinn & Townsley.

Spires, Ill.—The Spires Eltr. Co. has increased its capital to \$8,000.

Pana, Ill.—Geo. Barrett, of Owaneco, has bot the eltr. of T. J. Lester.

Waverly, Ill.—E. T. Harrison has installed a passenger eltr. in his eltr.

Atlanta, Ill.—J. H. Hawes has let the contract for the erection of an eltr. at Atlanta.

Reddick, Ill.—M. F. Reilly & Co. are bankrupt and a receiver has been appointed.

Byron, Ill.—The Neola Eltr. Co. has bot the eltr. of J. H. Kline on the C. M. & S. P. Ry.

Assumption, Ill.—Leonard Tripp will have charge of the eltr. for his father, H. H. Tripp.

Waukegan, Ill.—Report has it that the Warner Starch Co. will start its plant in this city in June.

Sparland, Ill.—W. W. Dewey & Co., of Henry, have bot the eltr. and grain business of Wm. Riddell.

Alta, Ill.—Wm. L. Williams, owner of the eltr. at Alta, is buying on commission for Frank Hall & Co.

Stronghurst, Ill.—A new conveyor will be placed in the old oat bin of the G. Richardson & Co. eltr.

Benton, Ill.—The eltr. of C. Moore & Sons burned Apr. 9. Building and contents were fully insured.

Stillman Valley, Ill.—A. H. Busch, who has had charge for the Neola Eltr. Co., has been transferred to Iowa.

Leroy, Ill.—Jas. Crumbaugh has purchased the eltr. of Abel Brooks and intends improving the property.

Oakley, Ill.—The Oakley Grain & Coal Co. incorporated, \$5,000 capital. T. Quickel, G. W. Sensenbaugh and T. F. Wheeler.

Champaign, Ill.—N. G. Mills has removed to Tipton station and will have charge of the eltr. being built for Dryer & Burt.

Stronghurst, Ill., Apr. 23.—Oats are nearly all sown. Good rain yesterday; appearances of warmer weather.—E. H. Silsbee.

Deers, Ill.—Edwards & Steele have succeeded Van Vleck & Edwards, R. H.

Steele having purchased the Van Vleck interest in the firm.

Lincoln, Ill.—Spellman & Spitley have let the contract to the Burrell Engineering & Construction Co. for the erection of a 30,000-bu. eltr.

East Alton, Ill.—The farmers have organized a company and will build an eltr. Z. Silver, Chas. J. Ferguson and Geo. F. Smith are interested.

Sibley, Ill.—A corn sheller, a cleaner and a loader have been installed in the eltr. owned by the Sibley Estate, of which F. A. Warner is mgr.

Caton Farm, Plainfield P. O., Ill.—Whipple & Barr are building an addition to their eltr., in which they will install machinery for drying grain.

Pleasant Plains, Ill.—The P. P. Farmers' Eltr. Co. incorporated, \$6,000 capital, to handle grain. Incorporators, O. E. Ferry, B. L. Purvines and C. D. Smith.

Medora, Ill., Apr. 11.—The weather is cold and wet. No oats sowed yet. Winter wheat looks good; very little of last year's crop on hand.—C. H. Adams.

Hammond, Ill.—L. P. Kizer has taken charge of the eltr. for his father, T. J. Kizer, who has removed to Decatur and is taking a rest after 30 years in the grain business.

Quincy, Ill.—The Wavering Bros. Milling Co. has purchased the eltr. property and mill of the Dick Bros. Milling Co. Albert Dick, secy., will take a trip to the Pacific Coast.

Camargo, Ill.—Kaga & Co., of Filson, have bot the old mill of McAlister & Freid and will build an eltr. on the site which will cost about \$6,000. Harry Kaga will have charge of the eltr.

Thomasboro, Ill.—The Thomasboro Farmers' Grain, Lumber & Coal Co. incorporated, \$10,000 capital, to buy and sell grain and fuel. Incorporators, G. J. and C. E. Babb and A. A. Arms.

Sidney, Ill.—Wm. McCormick has let the contract for the erection of an eltr. at Block, the new station on the new branch of the Frisco road, which runs from Villagrove to Woodland.

Sibley, Ill., Apr. 20.—Oats are all sowed, but two weeks late. About 33% of corn and 20% of oats still in farmers' hands. Nothing done yet to prepare ground for corn.—L. Hutchinson.

Naperville, Ill.—Boebel & Ench have succeeded Boebel & Schwartz. The firm deals in coal and feed but have no facilities for handling grain for shipment. Bernard B. Boecher is the only regular dealer at Naperville.

Lenzburg, Ill.—Have had no trouble in obtaining empty cars for the last crop harvested, but on crops before this always had trouble. In regard to tipping conductors, I will say we never do it. I have never been asked it by conductors on our local.—Henry Serth.

Coles, Ill.—The Mattoon Eltr. Co., of Mattoon, is preparing to build a 65,000-bu. eltr. at Coles. It will be built with double cribs and working room in the center, which will be frame. It will be equipped with drying apparatus, but the machinery has not as yet been contracted for.

Springfield, Ill., Apr. 19.—Unseasonably cold with killing frosts latter part of week; some plowing for corn done, but generally soil is not in good condition; wheat making but little growth, not so promising as it was ten days ago, condition fair; rapid progress with oat seeding,

probably half of crop in ground; unfavorable for grasses.—Government Report.

The recommendation made in the Journal that personal letters be written by grain dealers to members of Congress insisting upon immediate consideration of the amendments to the Interstate Commerce Law had just been anticipated in a circular sent by Secy. Beyer to all of the members of the Illinois state association, with synopses of the Quarles-Cooper Bill. This, if properly acted upon, will strengthen the hand of Senator Cullom, who is a strong advocate of the legislation but has not been able to show very much expressed sentiment in favor of it on the part of his constituents, outside of the city of Chicago. The interior districts should awaken to a sense of the importance of immediate action. It is too late to put the bill on its passage at this session, but work done now will count later on.—G. F. S.

INDIANA.

Whitestown, Ind.—The Whitestown Flouring Mill is to be converted into a grain eltr.

Kentland, Ind.—McCray, Morrison & Co. intend installing a new engine, to develop at least 250-h. p.

Goodland, Ind.—C. W. Hartley has let a contract to the Perfection Grain Drier Co. for a drier of 500 bus. per hour.

Montmorenci, Ind.—The Taylor Grain Co. incorporated, \$2,500 capital. Directors, Edw., Blanche and Florence Taylor.

Roachdale, Ind.—The eltr. of Jessup & Wheeler burned Apr. 15 with 1,000 bus. of grain. Loss, \$8,000, with no insurance.

Mays, Ind.—Chas. S. Stewart has succeeded F. M. Hamilton. It is understood that Mr. Hamilton contemplates going west.

Peru, Ind.—J. A. Neal & Co. have commenced the erection of 2 eltrs. in Peru. They have purchased the large Wabash eltr., are tearing it down and will sell part of the material.

Lafayette, Ind.—Robt. Bell and family have returned from a three months' trip to California and Pacific coast points. They returned by the way of Portland, Salt Lake City and Denver.

Indianapolis, Ind.—The Indianapolis Grain Co. has been organized to do a commission business. F. M. Murphy is pres. W. H. Binkley, who has been with the Cleveland Grain Co., will be traveling representative of the new company.

New Haven, Ind.—The eltr. of the Travis-Emmick Co. burned Apr. 22 with 8,000 bus. of wheat. The origin of the fire was incendiary. The eltr. had not been in operation for 3 days. Loss, \$15,000; insurance, \$5,000 on building, \$3,000 on grain.

Indianapolis, Ind., Apr. 19.—Unseasonably cold; freezing temperature general on 16th and 17th; wheat improved slightly in south, but deteriorated in central and northern sections, where a very large acreage will be plowed under; rye, clover, and timothy continue in fair condition; oat sowing progressing slowly; ground generally too wet to plow; pastures backward.—Government Report.

Greenfield, Ind.—Grain dealers and millers of Hancock County held a meeting Apr. 12 and formed the Hancock County Grain Dealers & Millers Assn., with W. S. Fries of Greenfield as temporary chairman and Aquilla Grist of Mohawk as temporary secy. The object is to promote the

mutual interests of grain dealers, millers and farmers; and an endeavor will be made to obtain favorable legislation. At a meeting to be held May 11 the organization will be completed.

Walton, Ind., Apr. 19.—Reports from our most conservative farmers are that not over 10% of the acreage sown last fall will be left for harvest, and then some will be left on account of getting a stand of clover. We are anticipating almost a failure from the present outlook. The plant seems to be going backward, but we are hoping that, altho the season is late and cold, we will have a fair oat crop. Should the weather remain dry for a few days, a large crop of oats will be sown.—Owen Hurd & Son.

Muncie, Ind.—Wallace Hibbits is a victim of gross injustice in being compelled to pay twice over for the mill property he has owned and operated for 30 years. Mr. Hibbits paid \$9,000 cash to a widow, who used the money for the benefit of her children, and now the same children have gone into court and obtained a decision that the widow had no right to sell the property, and Mr. Hibbits has just paid them \$10,500 for a third interest, which is practically a robbery. When Mr. Hibbits bot the property the supreme court decided that the widow was the absolute owner in fee simple and had full power to sell and give good title forever.

A vigorous attempt is being made to enforce the law against wild-cat companies and their agents in Indiana. The ball has been started in Starke County, where the prosecuting attorney has secured a grand jury indictment against one Henry Lightcap of Knox, Ind., charging him with representing and writing policies in the Union Fire Insurance Company of Chicago, a company not authorized to do business in Indiana, or any other state—not even Illinois. Auditor Sherrick will testify at the trial and assist in prosecuting the accused, to the end that "wild-cat" soliciting may be eradicated in the state.—Insurance Monitor.

Indianapolis, Ind.—Reports which have been received by the state statistician up to Apr. 13 show that in 155 townships, out of 66 counties of the state, the crop is bad, or less than 60 per cent of a normal yield; 81 townships, out of 51 counties, condition fair, or about 70 per cent; 48 of the same number of counties report conditions above 80 per cent of the average, and but 9 townships out of 5 counties report crop condition equal to the average of last year. Nine townships out of 5 counties report no wheat sown. The Leesburg Milling Co., of Kosciusko county, reports that there is not 1 acre in 10 planted in wheat which will yield the seed sown and in other localities the farmers are replanting their acreage in oats for a late harvest.

Indianapolis, Ind.—The demand of grain shippers for needed railroad legislation is in a fair way to be realized thru the recent organization of the Indiana Shippers Assn., a meeting of which was held Apr. 21, at Indianapolis, with a very large attendance, the following organizations being represented: The Indiana Grain Dealers Assn., Retail Lumber Dealers Assn., Retail Hardware Dealers Assn., National Material Supply Assn., Indiana Hardwood Lumber Dealers Assn., Anderson Commercial Club, Indianapolis Board of Trade, Muncie Commercial Club, Michigan & Indiana Retail Coal Assn., Shippers' Protective League, Manufacturers'

Club, Indiana Millers Assn. and the Indianapolis Commercial Club. Besides the organizations as many as fifteen unaffiliated individuals were in attendance. Duncan T. Bacon and C. B. Riley were chosen pres. and secy., and both reside at Indianapolis, and will be able to push the interests of the assn. before the legislature. A. E. Reynolds of Crawfordsville, the well known grain dealer, was elected vice pres. The assn. declared in favor of the appointment of a state railroad commission, and voted for reciprocal demurrage. Each of the leading political parties will be asked to indorse resolutions favorable to the legislation contemplated. The present governor, Durbin, has stated that he will recommend to the legislature immediately before he retires from office that a railroad commission be provided for.

IOWA.

Carpenter, Ia.—A. B. Loomer, mgr. for the Hunting Eltr. Co., has been elected mayor of Carpenter.

Hull, Ia.—The Truax & Betts Co. has bot the eltrs. of the Skewis-Moen Co. at Hull and Hartley.—I.

Titonka, Ia.—The Way-Johnson-Lee Co. is installing gasoline engines in its eltrs. at Titonka, Stilson and Ventura.

Boyden, Ia.—The Truax & Betts Eltr. Co. has bot the eltr. of the Skewis-Moen Co. C. A. Hoppock remains as agt.—I.

Hawarden, Ia.—John J. Mullaney has bot the eltr. and coal business of Geo. H. Barber. He also intends building eltrs. at 1 or 2 other points.

Pierson, Ia.—Pearson & Hayton have let the contract to L. O. Hickok for the erection of a 20,000-bu. eltr. The building is to be completed by June 1.

Rutland, Ia.—Geo. D. Groote has succeeded Entwistle & Ferris, having purchased the interest in the eltr. of Thos. Ferris and the late Mr. Entwistle.

Ames, Ia.—A nickel-plated wagon valued at over \$1,000 has been donated by a firm of Burlington to the Iowa Corn Growers Assn. to be offered at the corn contest at the Iowa State College in January for the best 100 ears of corn, any variety, grown by the exhibitor in 1904.

Jefferson, Ia.—A. H. Rice, formerly auditor for the Neola Eltr. Co. in the territory from Des Moines to Herndon and all stations east, has been given charge at Jefferson. He is succeeded as auditor by A. H. Busch, formerly in charge at Stillman Valley, Ill., with headquarters at Bagley.

Des Moines, Ia., Apr. 19.—Week extremely cold, with drying winds; great activity in seeding and plowing; spring wheat area is about all seeded, and considerable progress has been made in sowing oats and barley, except in the wettest fields of northern districts; no apparent damage to grain crops from freezing; seasonable temperature is much needed for germination and growth.—Government Report.

Sioux Rapids, Ia.—Lyman Johnson, who for a number of years was identified with the Northern Iowa Grain Co., died 9 p. m., Apr. 20th, at his home in Milwaukee, Wis. Mr. Johnson started in the grain business at Ames, Ia., late in the 70's and later became interested at several stations near here. He was a member of the Milwaukee Chamber of Commerce at the time of his death, having been in the

grain business at that city for the past year. His death was due to heart trouble.

Tipton, Ia., Apr. 20.—The crop prospect is poor all over this section. Ground is cold and spring is so late that the oats that are seeded have not sprouted. This will make them so late that the hot weather will catch them in blossom and blight will result. Grass is so late that the farmers will feed up all the available grain in this state that is in farmers' hands. We have received 9 cars of Nebraska corn at our eltr.; could sell 9 more if we could buy it at anything in reason, but we can not.—Geo. W. Sissel.

Mason City, Ia.—The Iowa-Minnesota Cereal Co. incorporated, \$100,000 capital. The officers are: T. A. Way, pres.; T. F. Danaher, vice-pres.; T. A. Potter, secy.; B. G. Mabon, treas. The board of directors consists of the officers and P. S. Reed, Chas. Webster and M. W. Lee. The company has bot the eltrs. of Henry Rippe at Grand Meadow, Easton, Granada and Winnebago City, Minn., and eltrs. from the Imperial Eltr. Co. at Traverse, Nicollet and Courtland, Minn. The firm will buy and build more eltrs.

Professor P. G. Holden, who recently made a trip over the Rock Island, instructing farmers in the selection of seed corn, from the car platform, will make a similar 3-days' trip over the C. B. & Q. R. R., his special train stopping for 30-minute speeches at the following stations: Apr. 28 at New London, Mt. Pleasant, Fairfield, Batavia, Agency City, Ottumwa, Albia, Russell, Chariton, Woodburn, and Osceola; on Apr. 29 at Afton, Creston, Prescott, Corning, Nodaway, Villisca, Clarinda, Shenandoah, Farragut, Riverton, and Hamburg; and on Apr. 30 at Glenwood, Malvern, Hastings, Emerson, Red Oak and Stanton.

P. G. Holden, head of the department of agronomy of the Iowa State College, Ames, Ia., has recently made a 3-days trip addressing farmers on selection of seed corn from the platform of a special train furnished by the Rock Island Railroad. The schedule of stops was arranged by Geo. A. Wells, secy. of the Iowa Grain Dealers Assn., who accompanied Professor Holden. Farmers in the neighborhood of the respective stations were notified in advance when to be present. Professor Holden spoke about 30 minutes at each place, showing with ears of corn and large charts good and bad types of seed corn, and how to select, sort and test corn for this season's planting.

MEETING OF IOWA DEALERS.

Des Moines, Ia.—The annual convention of the Iowa Grain Dealers Assn. will be held at Des Moines, May 17 and 18, in the Commercial Exchange hall.

The program, so far as settled, is for the first session, May 17, 2 p. m.: President's Address; Report of Secy.-Treas.; Appointment of Committees, and a talk by H. A. Foss, Chicago Board of Trade Weighmaster, on the subject of Scales, Construction and Tests. A general discussion will be had on the construction of scales, participated in by representatives of a number of scale manufacturers, who will be present.

On the evening of May 17 Prof. Holden will give a lecture on Corn Culture, illustrated with a stereopticon. Prof. Olin, who is also one of the faculty of the Iowa State University, will give a lecture on Small Grain Culture.

On May 18: Election of officers, and general business.

KANSAS.

Concordia, Kan.—Gifford Bros. have bot the Montgomery eltr.

Larned, Kan.—A. H. Bartoo has succeeded Bartoo & Lee.

Sedan, Kan.—The Sedan Milling Co. is building a 10,000-bu. eltr.

Ellinwood, Kan.—The Kansas Grain Co. will build a 14,000-bu. eltr.

Moundridge, Kan.—Stucky Bros. have succeeded Stucky Bros. & Reusser.

Isabel, Kan., Apr. 11.—Wheat plant in fine, healthy condition, but ground dry.—Ed. Boots.

Isabel, Kan.—Ed. Boots is building a 10,000-bu. eltr. and will equip it with all new machinery.

Hunnewell, Kan.—R. S. Hunter will enlarge his eltr. and install a gasoline engine and a cleaner.

Independence, Kan.—The Bowen Milling Co. will build an eltr. The Independence Milling Co. will improve its warehouse.

Manchester, Kan.—The McCauley Commission Co., of Wichita, has bot the old Sorber eltr. The eltr. will be enlarged and a branch office conducted at Manchester.

Kansas City, Kan.—The J. Rosenbaum Grain Co. is planning the erection of a 1,500,000-bu. eltr. at West Armourdale. It will probably be built on the Rock Island right of way.

Altamont, Kan.—Frank Nelson, formerly in the grain business at Oswego, has bot the eltr. property of the Brinson-Judd Grain Co. and will re-enter the grain business.

Prairieview, Kan.—A section of the eltr. of W. M. Chelf and part of the iron roofing on the new store of Walker & Co. were blown off Apr. 9, during a terrific wind storm which did considerable other damage in Prairieview.

Rozel, Kan.—The eltr. of the Rozel Grain Co. burned the night of Apr. 12. The last of the grain had been loaded out during the day and it is that that the fire started from a hot box, as it had given trouble before. Loss, \$7,000; insurance, \$3,500.

Topeka, Kan.—The Taylor Grain Co. incorporated, \$100,000 capital. The company intends building a 500-barrel mill, to be run in connection with its grain business. The company will do a larger export business this year and is establishing several agencies in Europe.

Wellington, Kan.—The Wellington Mill & Eltr. Co. has let the contract to the Nordyke & Marmon Co. for the erection of a 100,000-bu. eltr. It will be built on the site of the old house which has been torn down. While razing it 500 bus. of wheat was found under the lower floors, which had leaked.

Hutchinson, Kan.—The Rock Milling & Eltr. Co. has let the contract to P. H. Pelkey for the erection of an eltr. on the Santa Fe right of way. The company will clean all the grain it buys in western Kansas at this eltr. A mill will be built later. J. R. Baker, mgr., will remove to Hutchinson from Great Bend.

Peck, Kan., Apr. 8.—Growing crop of wheat was never in better shape; good stand, healthy plant and good heavy rains. Oats very backward and poor stand. About 5 to 10% of old corn in farmers' hands. Considerable old corn, but it is being held too high for shippers to buy. Cattle feed-

ers about all done and stock shipped or being shipped.—T. K. Bell, agt. A. C. M. Co.

Hutchinson, Kan.—The Hutchinson Grain & Feed Co. has brot suit against the Missouri Pacific Railroad Co. to recover \$236, the advance in freight rates to Texas points which went into effect before cars ordered for shipments were supplied. The railroad company had the cars at Hutchinson in plenty of time to have furnished them, but failed to set the cars on the grain company's side track until after the higher rate became effective.

Topeka, Kan., Apr. 15.—The crop report of the Kansas Department of Agriculture, issued by F. D. Coburn, secy., states that: The wheat area of 1903 was returned by assessors as 5,911,906 acres; in December the growers estimated the sowing for this year's crop as 4 per cent less, or a total approximating 5,670,000 acres. Of this the consensus of correspondents' reports now is that but little in the properly wheat-growing territory, except probably in a half-dozen counties, seems such a failure that it will be plowed up, and the present average condition for the State, as a whole, the good with the bad, is 83.5 per cent, against 97.8 in 1903, 74 in 1902, and 99.8 in 1901, at about the same dates. As is commonly known the winter just past was exceedingly mild and the precipitation unusually scant. While the growing wheat in many sections is not advanced so far as it ordinarily is at the time of year the plant is reported of good vitality and rapidly responding to the improved conditions following the recent quite general rains. In a majority of the counties the soil and weather conditions are now conducive to good growth and development. As a rule the circumstances last fall were favorable for sowing and much of the promise in the present outlook is doubtless due in large measure to the saturated condition of the soil then. Nevertheless in the western counties mostly, where wheat is not a main crop, many fields will be devoted to other crops. In the so-called "wheat belt", where the larger areas are, the plant promises well, barring local exceptions, as is the case also in the entire area to the eastward or extending over a trifle more than the eastern two-thirds of the State. Reports suggest that April showers and sunshine may be expected to materially improve the prospects.

KENTUCKY

Louisville, Ky., Apr. 19.—Very cold weather with killing frosts on 17th and 18th; rainfall light; wheat and grass look fairly well, but not growing much; corn planting progressing well; farm work progressing well.—Government Report.

Louisville, Ky.—J. C. Thompson, who opened an office about Mar. 1, has disappeared, leaving a number of drafts unpaid. Until the disposition of the shipments made to him by western millers and grain dealers has been learned the police are unable to say whether it is a case of fraud or foul play. From the fact that Thompson paid his hotel bill in full and later wired that his trunk be shipped to New York it appears that he contemplates a European trip after leaving creditors in the lurch.

MARYLAND

Baltimore, Md.—C. S. Wight, manager of freight traffic for the B. & O. R. R., states that at a meeting of traffic officials at Buffalo, N. Y., Apr. 19, the rate war

was ended by an agreement to make rates from Buffalo of 4 cents on wheat and flaxseed and 3 $\frac{3}{4}$ cents on corn to both New York and Philadelphia, Baltimore retaining the same differential of 0.4 cent that it had during the last season of navigation. The new rates will become effective Apr. 30, and will not apply to all rail grain.

BALTIMORE LETTER.

Robert Ramsay, of Patterson, Ramsay & Co., agents Johnston Line Steamships, and William R. Hammond, of Hammond & Snyder, sailed on the Steamship Teutonic last week for Europe, and will visit London and Liverpool, also the principal continental cities.

The fire loss on the Chamber of Commerce building has at last been adjusted by the representatives of the insurance companies, and a contract for clearing away the debris has been made. Several Baltimore architects are preparing competitive plans for the new building which will be submitted at an early day.

Among the visitors on the Chamber of Commerce this week were J. S. Raymond, New York; J. M. Ryan, Louisville, Ky.; Ludwig Bodd, Hamburg; C. D. Standish, Detroit; P. Robinson, Louisville, Ky.; H. H. Freeman, Chicago; E. A. Simmons, Pontiac, Ills.; Chas. H. Springer, Moravia, N. Y.; John Gilchrist, Glasgow; H. D. Clearman, New York, and G. H. Clearman, Chicago.

The several grain committees of the Chamber of Commerce are considering changes in phraseology of the different grades with a view of uniformity with other cities, so far as local conditions will admit, but as yet have arrived at no conclusion. This action was suggested by the meeting of the representatives of the various grain exchanges held Jan. 6 at the Produce Exchange, New York.

John B. Daish of Washington, D. C., was on the Chamber of Commerce this week. Mr. Daish is associated with Arthur G. Brown of this city as counsel before the Interstate Commerce Commission in the differential freight rate matter, representing the Baltimore Chamber of Commerce, Baltimore Board of Trade, and the Merchants' and Manufacturers' Assn. of this city. Hon. John G. Carlisle is attorney for the New York Merchants' Assn., and Silas B. Pettit, of Philadelphia, represents the Joint Committee of business organizations of that city, in the same action.—B. M.

MICHIGAN.

Woodbury, Mich.—Smith Bros. & Vette have succeeded Smith Bros.

Elba, Mich.—McGregor & Ryan have bot the eltr. of Smith & Churchill.

Grasslake, Mich.—Gage, Kendall & Dewey have bot out Parsons & Hobart at Grasslake and Francisco.

The growing of spring wheat in the counties of the Thumb is pronounced a failure. The crop withers in June.

Webberville, Mich.—Ruberts & Weaver have bot the eltr. of Jas. O. Taft and will take possession about June 1.

Sanilac Center, Mich.—E. Harnden, who recently sold his eltr. plant to Greeley & Co., still continues in the hay and grain business with headquarters at Sanilac Center.

Lapeer, Mich.—Smith, Churchill & Roberts will build an eltr. Smith & Churchill own an eltr. at Elba and E. C.

Roberts owned an eltr. at Lapeer which burned some time ago.

Lansing, Mich.—F. B. Nims & Co., who were recently succeeded at Lake Odessa by Smith Bros. & Vette, will locate in Lansing and build a large bean eltr., which will cost about \$3,000. It will be located on the P. M. Ry. and the firm has contracted with the local assn. never to employ less than 30 persons.

Detroit, Mich.—The Board of Trade, on Apr. 7, adopted the following amendments to its rules: Section 5. On contracts of grain for future delivery, the tender of a higher grade of grain than the one contracted for shall be deemed sufficient, provided, the higher grade of grain tendered shall not be of a color or quality that will depreciate the value of the other if mixed. Wheat sold for future delivery on and after May 2nd, 1904, unless otherwise specified, shall be known as "contract wheat," upon which seller shall have the right to deliver in 1000 bushel lots, and in such proportions as may be convenient to seller, No. 2 red winter wheat, or (at a discount of five cents per bushel from contract price,) No. 3 red winter wheat, or (at a discount of three cents per bushel from contract price,) either No. 1 white winter wheat, or mixed white winter wheat, or mixed red winter wheat, subject however in all respects to the by-laws and rules established by the Board of Trade. Beans sold for future delivery, on and after May 2nd, 1904, unless otherwise specified, shall be known as "contract beans," upon which seller shall have the right to deliver in car lots, and in such proportions as may be convenient to seller, choice hand-picked pea beans, or (at a discount of fifteen cents per bushel from contract price,) prime hand-picked pea beans, subject however in all respects to the by-laws and rules established by the Board of Trade.

MINNEAPOLIS

The 225,000-bu. transfer eltr. of the Calumet & Western Eltr. Co. has been completed.

The Minnesota Linseed & Oil Co. will erect a warehouse to cost \$56,000, of brick and terra cotta.

Minneapolis traders are keeping in close touch with crop conditions, and are making the local wheat market very active.

A company is to be organized, subsidiary to the Van Dusen-Harrington Co., to operate the eltrs. which that company has recently purchased along the line of the Rock Island in Kansas and Oklahoma. To date 15 have been purchased and plans have been drawn for 6 which the company will build this season. The headquarters of the new company will be at Minneapolis.

The Chamber of Commerce has made the following eltrs. regular for the storage and delivery of oats: Interior Nos. 2 and 3, Republic, St. Anthony No. 1, Great Western Nos. 1 and 2, Standard, Electric, Pillsbury, Crescent, Concrete, Eltr. H of the Great Eastern, Exchange eltr., Shoreham and Eltr. B of the Bagley Eltr. Co. These eltrs. have installed clippers and clipped oats will be a feature of the trade, the demand for which Minneapolis has heretofore been unable to meet.

The transportation committee of the Minneapolis Chamber of Commerce has made the following protest to the railroads regarding discrimination in freight rates: For years past the rates from Missouri river points to Chicago have been

practically on a parity with rates from the same points to Minneapolis, and rates from Missouri river points to Chicago have been substantially higher than the rates from the northwest to Chicago. Since Mar. 10 the tariff rate on wheat and flour from Missouri river points to Chicago has been four cents per 100 lbs, while the rate on wheat and flour from Minneapolis to Chicago is ten cents per 100 lbs. Since Mar. 10 the rate on wheat and flour from Missouri river points to Minneapolis has been nine cents per 100 lbs, and the rate on flour from Minneapolis to Missouri river points is fourteen cents. If these rates continue, there will be no grain industry and no flour manufacturing industry in the northwest.

MINNESOTA.

Clearwater, Minn.—C. B. Whitney has leased the eltr. of C. W. Sidman.

New Ulm, Minn.—The Coe Commission Co. has closed its office at New Ulm.

Ellendale, Minn.—The Farmers' Milling & Eltr. Co., incorporated, \$10,000 capital.

Belleplaine, Minn.—The W. E. B. Milling Co. has succeeded the Elk Valley Milling Co.

Belleplaine, Minn.—It is reported that Latzke Bros. will build an eltr. this summer.

Roundlake, Minn.—J. E. Albertson & Co. will raise their eltr. about 8 ft. and will also repair it.

Benson, Minn.—Wm. E. Coles contemplates the erection of a 30,000-bu. eltr. in connection with his mill.

Swanville, Minn.—Koenig Bros. & Meschke will build a 12,000-bu. eltr. in connection with their mill.

Norcross, Minn.—C. B. Westfall has let the contract to the Barnett & Record Co. for a 35,000-bu. eltr.

Louisburg, Minn., Apr. 20.—We have been having a very backward spring. Very little wheat sown yet.—J. P. McEwen.

Canby, Minn.—Tracy E. Cole has been appointed receiver for Cole, Henderson & Co. and has furnished a bond of \$20,000.

Randolph, Minn.—Reed & Hartz have built a lumber shed and will handle lumber in connection with their grain business.

Glencoe, Minn.—The Farmers' Union Eltr. Co. has bot the eltr. of the Truax & Betts' Eltr. Co. C. H. Deuel continues as mgr.

Ada, Minn.—Skaugrud & Hanson contemplate the erection of an eltr. in connection with their mill and will put in a spur track.

Louisburg, Minn.—J. P. McEwan, of Jackson, Neb., has taken charge of the eltr. of the McCaull-Webster Eltr. Co., succeeding John Nelson, who has resigned.

Kandiyohi, Minn.—The Kandiyohi Farmers' Union Eltr. Co. incorporated, \$10,000 capital. Incorporators, John Wicklund, John H. Carlin, Christ Pearson, and others.

Fairfax, Minn.—Huey Carson has been arrested at Elkton, S. D., charged with having set fire to the eltr. and mill of L. Nichols & Co., which were burned Feb. 4. The loss was \$37,000.

Amboy, Minn.—The Amboy Grain Co. incorporated, \$10,000 capital, to do a general grain business. Thos. Randall is pres.; Norman E. Fuller, vice-pres.;

Frank W. White, treas.; John H. Dredger, secy.

Echo, Minn.—The milling company has been paying more for wheat than the market warranted, and the grain dealers are meeting the competition by putting in a stock of flour and feed.

Hardwick, Minn.—The Hardwick Farmers' Eltr. Co. incorporated, \$10,000 capital. The officers are: M. L. Wahlert, pres.; T. O. Tollefson, vice-pres.; Herman Hemme, secy.; John Stamman, treas.

West Union, Minn.—The Lee & Ginery Co. is improving its eltr. and building a 15,000-bu. cribbed house at the end of its old eltr., giving a capacity of 30,000 bus. A gasoline engine is being installed.

Winnipeg Junction, Minn., Apr. 18.—No seeding has been done in this part of the state yet, on account of the cold weather. Some of the plowed fields have snow on them yet to a depth of 4 ft. Wheat acreage will be cut down fully 20 per cent.—H. E. Diemer, agt. Dakota Eltr. Co.

St. Paul, Minn.—The Minnesota Farmers' Exchange incorporated, \$500,000 capital. It will begin to handle grain and produce next fall and it is claimed that the 126 farmers' eltrs. of the state are with this concern. The officers are: C. E. Jackson, Buckman, pres.; J. S. MacDonald, Rush City, secy.; W. S. Weatherstone, West Concord, treas.

Minnesota City, Minn.—The mill owned by the Ideal Mill Co., but used as a cleaning eltr., burned Apr. 17 with \$1,800 worth of barley and flour which was in store. The fire is supposed to be of incendiary origin, as it had been fired several weeks before. Loss about \$10,000, with no insurance on building and only \$1,000 on contents.

MISSOURI.

Burlington Junction, Mo.—Harvey & Nichols have succeeded G. W. Harvey.—I.

Wakenda, Mo.—C. E. Gorman has bot out L. D. Farr, who has moved to Carrollton.

St. Louis, Mo.—The Columbia Hay & Grain Co., recently incorporated, will build an eltr. and warehouse.

Montgomery, Mo.—Hensly & Sailor will build an eltr. at Bull, a new station on the Mexico-Monroe cut-off of the Q road.

Piedmont, Mo.—The Piedmont Grain Co. incorporated, \$5,000 capital. Incorporators, C. D. Smith, Jos. W. Eads and P. K. Caldwell.

St. Louis, Mo.—The government has brot suit against the Cleage Commission Co. to recover \$125,000 of revenue taxes on grain transactions.

Monett, Mo.—Brinson & Patterson, formerly at Vinita, I. T., and who operate a line of houses, will have their headquarters at Monett after May 1.

Kansas City Mo.—Missouri Valley Grain & Export Co. incorporated, \$500,000 capital. Incorporators, W. H. Harroun, Wm. Burke, W. H. Stuede, and others.

St. Louis, Mo.—The Eureka Mills Co. incorporated, \$5,000 capital, to deal in grains, cereals and shipstuffs. Incorporators, W. W. Caruthers, Henry Goldsmith and Leo S. Bassieur.

St. Joseph, Mo.—The C. A. Dayton Grain Co. has increased its capital from \$20,000 to \$50,000 and reduced the number of directors from 4 to 3, the directors now being Chas. A. Dayton, Chas. G. Benton and Henry Lichtig.

St. Louis, Mo.—The directors of the Merchants Exchange have recently settled a few of the December wheat deals by ordering the John Mullally Commission Co. to pay claims for margins to the Brinson-Waggoner Grain Co., and the latter to settle the claims of the J. H. Teasdale Commission Co.

Columbia, Mo., Apr. 19.—Unseasonably cool; all vegetation backward; no rain, except light showers in south, but in northern counties soil still wet; oat seeding well advanced; considerable ground prepared for corn, and planting progressing in south; some cotton planted; wheat continues to improve, but needs warmer weather.—Government Report.

St. Louis, Mo.—We are indebted to Geo. H. Morgan, secy., or a copy of the annual statement of the trade and commerce of St. Louis for the year 1903 as reported to the Merchants Exchange. This volume of over 300 pages contains the reports of the board of directors, the department of weights, traffic bureau, and treasurer, list of members and statistics of the trade of the city.

St. Louis, Mo.—The C. H. Albers Commission Co. has appealed to the supreme court from the decision fixing 92 cents as the settling price of December wheat contracts; and the directors of the Merchants Exchange have denied the petition of J. T. Milliken, C. H. Spencer and Thos. Akin, asking that the president of the Exchange turn over to them the \$40,000 in margins deposited by the Albers Co.

Kansas City, Mo.—The rule of the Board of Trade on sweeping of grain cars, as amended, is: Sec. 2. The weight supervising committee shall have supervision, through the weight department, of the unloading of all cars of grain unloaded at all elevators, mills, warehouses, transfer and team tracks, within the jurisdiction of this Board, and shall cause the same to be thoroughly swept and cleaned when unloaded. Sweeping or cleaning of cars subsequently by any operator or employee of any elevator, mill, warehouse, transfer or team track; or by any person or persons under agreement with the same; or the buying or receiving of any such sweepings or cleanings by any member of this Association is prohibited. Sec. 3. Violations of any of the provisions of Section 2 of this article shall subject the member so violating to a fine of \$50 for the first offense, to a fine of \$100 for the second offense, to expulsion and forfeiture of membership for the third offense.

KANSAS CITY LETTER.

The cash grain receipts are exceptionally light.

C. A. Young has disposed of his membership in the board of trade to the Hinds-Lint Grain Co., of Atchison, Kas., for \$1,950, which with the transfer fee will run the cost of the membership up to \$2,450. The new firm will open an office here.

The opening of the western toll line of the Home Telephone, connecting their 'phones with the independent lines of Kansas, has been of much assistance to the grain men. This company will also soon have connections with all the country lying south of this city.

Grain dealers, as well as railroad men, are pleased to hear an adjustment of the railroad rates has been reached in Chicago, which stops the fight which has been going on since the last of January. The regular rates are considered prefer-

able to the possible fluctuations, which made prices uncertain.

Mr. Longsdale, of the Van Dusen-Harrington Co., of Minneapolis, has been in Kansas City this week and it is understood that he will open an office for the firm at this point. It is said that this company has purchased the line of eltrs. from Stevens & Scott, about 25 in number, along the Rock Island in Okla., and that an office will be also located at Wichita.

E. J. Smiley, secy. of the Kansas Grain Dealers Assn., was a visitor to this market last week, and stated that the western quarter of Kansas must have rain within 10 days, if there was to be any wheat, and even then that a good many of the farmers had already put their wheat fields into other crops. He said 19,000,000 bus. of wheat was raised in that section last year. A good part of that section has since had a fairly good rain.

Reports from the Kansas wheat belt are being received which would indicate that the rain has so much improved conditions that the larger receivers say the condition is now as good or better than it was last year at this time. The Ernst-Davis Grain Co. had a letter regarding the wheat crop as follows: Colby, Kas.—The report that wheat is all dead is untrue. With rain soon we will have half as much as last year, which means over ½ million bushels. We have some fine pieces of wheat.

The Harris-Scotten Co., recently incorporated at Chicago, has taken over the Kansas City office and the line of eltrs. on the Santa Fe of Richardson & Co. C. M. Boynton has been sent to this city to take charge of this office for the new firm and the business is to be turned over to him May 1. A great deal more of the business of the new company will be transacted at Kansas City than was the case with the former owners. J. A. Theis, who has been with the old company, will continue to have charge of the business on the floor and have the same field to cover as heretofore, the work to be divided between him and Mr. Boynton. Mr. Simpson, of the office force will also be retained by the new company.

The arrival of the wheat crop this year will find Kansas City much better prepared to take care of it than last year, not only because the railroads will be in better shape, barring another flood, but because of a considerable increase in the capacity of both storage eltrs. and transfer houses. Since the first of the year the Missouri Pacific Eltr. has been opened under the management of the Hall-Baker Grain Co. The Gulf Eltr., managed by the Harroun Eltr. Co., is being enlarged and this firm is constructing an eltr. on the north side of the river, the main building of which will be ready for the coming crop. It will have a capacity of 250,000 bus. and storage tanks are to be added which will increase the capacity 1,000,000 bus. The A. J. Bulte Milling Co., which is building a mill, will build a 60,000-bu. eltr. in time for the new crop. House & Co. are rebuilding, after the fire of last winter, and will have a transfer house with a capacity to handle 40 60,000 bus. a day. Besides the eltr. capacity mentioned 2 1,500,000-bu. eltrs. will be built by Jan. 1, one by the Santa Fe and the other for the J. Rosenbaum Grain Co.—P.

ST. LOUIS LETTER.

Big Ed is still here.

From April 9 to 16, stocks of corn here decreased 211,000 bus. Most of this corn was shipped to other terminal markets.

By order of the board of directors, the Merchants Exchange will be closed April 30, the opening day of the Louisiana Purchase Exposition.

Improvements to the extent of \$20,000 have been made on the Merchants Exchange building. It is now in first class shape to receive World's Fair visitors.

The 2 thieves who were caught by the weighing bureau "got theirs" last week. One was fined \$10 and costs and the other, who was under age, was sent to the House of Refuge for an indefinite period.

R. W. Pearson, of Laddonia, was a visitor on 'Change last week. He reports that on account of extremely wet weather this spring, only one-half crop of oats was planted in his section. Laddonia is in the heart of the best oats raising territory of Missouri.

The transportation committee of the Merchants Exchange have taken active steps to induce railroads to pave their yards where grain, etc., are hauled from team tracks. Frequently in the past loaded wagons would sink up to the hubs in mud and very often spend the day trying to get out.

Complaints to the bureau of short weights are getting very scarce. We are getting down to a fine point now and it will only be a question of time when St. Louis weights will be held up as ideal. We need support, however, and lots of it; therefore, urge all shippers to request Merchants' Exchange weights.

The Columbia Eltr. at East St. Louis, which has until recently been under the management of W. D. Judd, has passed into the hands of the Harroun Eltr. Co. Application has been made to the weighing bureau for a supervisor and watchman, which will place the eltr. under full control of the weighing department. Correct weights are therefore assured.

On April 16 there were 2,448,000 bus. of wheat in eltrs. at St. Louis and East St. Louis, 1,992,774 bus. being No. 2 red. Most of this wheat is said to be the property of the Spencer-Milliken combine and was delivered to them on the late December wheat deal. It is understood that heavy sales were made this week, therefore quite a decrease is expected in the next report.—Louis I.

NEBRASKA.

Oxford, Neb.—The 2 eltrs. of P. H. Gup-ton burned Apr. 15. Small insurance.

Elwood, Neb.—Milmine Bodman & Co. have bot. the eltr. of the Loomis Milling Co.

Talmage, Neb.—The Hall-Baker Grain Co., of Kansas City, contemplates the erection of an eltr. at Talmage.

Fullerton, Neb.—The Fullerton Eltr. Co. incorporated, \$10,000 capital. Incorporators, D. E. C. Brown and others.

Hastings, Neb.—J. M. Miller, mgr. of the Nye-Schneider-Fowler Co., died Apr. 5 from the effects of a dose of morphine.

Wahoo, Neb.—The Ewart-Wilkinson Grain Co. is installing a Howe Gasoline Engine, purchased from the York Foundry & Engine Works.

Petersburg, Neb.—The Crowell Lumber & Grain Co. is installing a Howe Wagon Scale in its eltr., purchased from the York Foundry & Engine Works.

Newman Grove, Neb.—The Crowell Lumber & Grain Co. has installed a Howe Wagon Scale in its eltr., furnished by the York Foundry & Engine Works.

Sutton, Neb.—The Farmers' Eltr. Co. is repairing its eltr., increasing the capacity and installing a new equipment which is furnished by the York Foundry & Engine Works.

Lincoln, Neb.—The state board of assessment has ruled that county assessors must include the value of the leasehold in taxing grain dealers whose eltrs. are situated on the railroad right of way.

Omaha, Neb.—John G. Haines, formerly of Haines & Merriam, has brot suit against the Union Pacific Railroad to recover his share of rebates which it is alleged the railroad company paid to other firms, but denied Haines & Merriam. Besides the \$10,485 in rebates Mr. Haines claims \$10,000 damages.

The annual meeting of the Nebraska Grain Dealers' Assn. will be held Apr. 27 at Lincoln, when officers will be elected for the ensuing year. H. G. Miller, secy. of the Assn., has secured a rate of a fare and a third to all parties living in Neb. wishing to attend, where the rate 1 way is over 50 cents.

Virginia, Neb.—The suit of the Farmers Grain & Eltr. Co., against the Missouri Pacific Railroad for a side track, has been removed from the supreme court of the state to the United States district court for Nebraska, the railroad company having filed a demurrer on the plea that the state courts have no jurisdiction.

Dawson, Neb.—Several corn cribs of J. H. Lynds & Co. burned Apr. 15 with 3,000 bus. of corn and a large quantity of oats. The fire was caused by a spark blown into the chaff from an engine used in operating a corn sheller. Loss between \$1,400 and \$1,500 on grain with no insurance. The loss on the cribs is partly covered by insurance.

Falls City, Neb.—Two boys, aged 7 and 15 years, lost their lives Apr. 15 in the eltr. of P. S. Heacock. The boys were playing in the corn bin when the employees at the eltr. started to load a car and were drawn in and smothered before the men knew they were in danger. The older boy has worked about the eltr. and knew the dangers.

Lincoln, Neb., Apr. 19.—No rain during week; in eastern half winter wheat continues in good condition, but in western half considerable damage reported; spring grain about all sown, and oats coming up in southern counties; plowing for corn begun under favorable conditions; spring grain, grass, and gardens starting slowly because of cold, dry weather.—Government Report.

Omaha, Neb.—The Omaha Grain Exchange, on Apr. 15, authorized the publication of the Daily Commercial Review by the publishers of the Omaha Commercial. The Review will be the official organ of the Omaha Grain Exchange and will contain each day's grain market quotations and such news as may be of interest. It can be obtained free by request of any grain dealer of Omaha.

Wilsonville, Neb.—C. W. McComb, the scoop shovel grain shipper, has been granted an order of court requiring the railroad to furnish him ¼ of the cars brot to town. He wanted 2-3. The court said: It is the duty of the company under the common law and the statutes of the state to supply cars to all persons or associations handling grain without favoritism or

discrimination in any respect. During a temporary scarcity of cars the company is entitled to consider, in apportioning cars between applicants, the relative volume of business and the facilities for loading that each possesses. Though there may be a difference in the number of cars furnished different dealers at the same station, if no favoritism or discrimination is shown and the number is fairly proportioned to the volume of business, the facilities for loading and the grain in sight, no shipper has a right to complain of the difference though he is not getting all that he deems necessary for his business.

NEBRASKA LETTER.

C. P. Starbuck, who recently bought out J. M. Marsh at Hebron, and Welch Bros., of Dewese, has joined the Nebraska Grain Dealers' Assn.

Omaha receivers have been kept very busy taking care of all the stuff that came pouring in as a result of the high prices shown in the daily market report, as being paid in Omaha.

The report issued by the Nebraska Grain Dealers Assn. Apr. 9, shows the condition of winter wheat to be 21½ per cent less than at the same time last year, or 88½ per cent. From these same reports, it was found that of last year's crop of wheat, 10½ per cent still remained in the country; also 21 per cent of last year's corn crop and 14 per cent of last year's oat crop.

The work of planting spring wheat is nearly finished in all sections where any is grown, and although there has been little rain during the past 10 days, the ground is in good condition for plowing for the new crops. The extreme cold weather, however, during the past 10 days has retarded the work of getting ready for spring planting. Oats which were sown early are reported coming up in good shape.

The Omaha market has been maintaining its record for high prices during the past week ending April 20, and the Mo. Pac. dealers who naturally ship their stuff to Kansas City and southern points, are consigning their stuff to Omaha, where they are receiving from 1 to 1½c more than they could get in Kansas City for the same stuff. On Apr. 20, however, the market in Omaha broke 2c, but it is hoped it will soon recover and that those dealers, especially on the Mo. Pac., who have stuff in transit will not suffer from the decline. —E. C.

NEW ENGLAND

Worcester, Mass.—Oscar Dufresne fell down the eltr. well at the eltr. of E. A. Cowee Apr. 7 and sustained concussion of the brain and a few severe bruises.

NEW JERSEY.

Jersey City, N. J.—The Nickel Plate Transfer Co. incorporated, \$125,000 capital, to deal in grain and operate grain eltrs. Incorporators, Louis B. Dailey, Jos. M. Mitchell and H. O. Coughlan.

NEW YORK.

New York.—McIntyre & Marshall will dissolve partnership May 1 and Mr. Marshall will take over the business.

Buffalo, N. Y.—Spencer Kellogg intends building 12 more presses in his linseed oil mill, increasing the total number to 150.

Buffalo, N. Y.—G. W. Maytham & Co. have succeeded Drake & Maytham, vessel

agts. Harry A. Farrow will have charge of the grain shipments.

Brooklyn, N. Y.—The Long Island Retail Hay & Grain Exchange incorporated. The directors are: Frank Barrie, Jos. Vollkommer, Wm. Gleichmann, and others.

Buffalo, N. Y.—No bids were received for the Queen City Eltr. at the public auction which was ordered by the supreme court. The eltr. has a capacity of about 300,000 bus. and was formerly used as a malt house.

BUFFALO LETTER.

Riley E. Pratt has gone on a trip to Cuba. Howard J. Smith is taking a vacation, going first to Montreal and Quebec and then to New York, combining some business with the outing.

"The reformation of the eltr. pool hangs fire still. When the old arrangement was reestablished temporarily it appears to have been the plan of most of the members to let the matter stand till someone kicked about it.

The transfer eltrs. are finding much difficulty in keeping track of the car grain. Some of it has been on the way for months and the result is that there are claimants for lost cars and cars for lost owners all the while on the list. It is going to take a long time to get back to normal.

A great rush of grain this way, especially since the snow went off. The car receipts for a month have broken all previous records. The inspection department is much overworked, especially as the cars are left in such a scattered condition. The men are still going out 50 miles to get their samples.

The corn shippers who are pretending to kiln dry some of their wettest shipments are largely making a mess of the business. They leave the corn in the kiln just long enough to heat it up and then it comes out and stays hot, so that experts declare it is worse off than it would be if it were let alone. Still it will have to be said that there is not so much hot corn coming in so far as was expected when it began to make trouble. Some good drying spells have occurred lately and the corn profited by them.

The Corn Exchange is perfecting its by-laws and after that is done a meeting will be held to adopt them and then it will be in order to elect officers. Some earnest work has been done by Capt. Brown, the pres. of the Chamber of Commerce, in an effort to show the grain interest that the entire organization was originally formed for the benefit of that trade and that it had always been permitted to do exactly as it pleased within the body, though in late years it is much in the minority as to numbers. It remains to be seen what will become of the members of the grain interest who have refused to join the Corn Exchange.

The move of the grain dealers to establish a separate organization is going forward, but without quite the determination to cut loose from the Chamber of Commerce that was shown at the outset. While there are members who are eager to locate elsewhere it appears now that this will hardly be done. Still nobody seems quite satisfied to remain, but some say they have no desire to injure the parent body and if it is disposed to do what it can to accommodate the grain interest they are willing to remain a year and see how the compromise plan works. It is stated that there is an outside offer to take the new Corn Exchange at office

rentals less than are now paid and turnish a big exchange room free. It is also said that the dealers do not care to make that particular change. What seems to be the best reason for remaining where they are for a year is the belief that if a big inducement in the shape of rentals is offered, some capitalist will put up a building. It is true that the building now occupied is 20 years old, with the exception of the two upper stories, and it is not so fine appearing nor so commodious as some of the later office buildings. This gives color to the rumor that it is possible that the building will be sold to private parties and another be built by the Board of Trade, as the corporation that owns it, is called. As this corporation is controlled by the Chamber of Commerce there is a special reason for it wanting to retain the grain interest. Nothing has been given out by the trustees as to the conference between them and the grain men at the last trustee meeting, but it is stated unofficially that the grain men demanded the dropping of the superintendent of the building, the holding of the rents where they are and giving the tenants a 60-day lease, all of which appears to have been done.—J. C.

NORTH AND SOUTH DAKOTA

White Earth, N. D.—Delaney Bros., of Williston, intend building an eltr.

Cando, N. D.—W. E. Lowell will enlarge his eltr. and improve the handling capacity.

Marion, N. D.—The Johnson Lane Co., of St. Paul, contemplates the erection of an eltr. at Marion.

Mt. Vernon, S. D.—F. A. Weiser has succeeded W. J. Baker as agt. for the Reliance Eltr. Co.—I.

Kindred, N. D.—The Farmers' Eltr. Co. incorporated, \$8,000 capital, to build or buy an eltr. at Kindred.

Wyndmere, N. D.—A company is being organized to build an eltr. and mill. J. M. Kramer is interested.

Twinbrooks, S. D.—The Twinbrooks Eltr. Co. has secured a site for an eltr. and will soon commence building.

Dresden, N. D.—The eltr. of the Car-gill Eltr. Co. burned recently with about 10,000 bus. of grain. It will be rebuilt.

Courtney, N. D.—M. H. Sheehan, formerly of Ellindale, Ia., has taken charge of the eltr. for the Osborne-McMillan Eltr. Co.

Arlington, S. D.—The Central Dakota Flouring Mill Co. incorporated, \$100,000 capital. The firm will build a 200-barrel mill at Arlington this summer.—S. L. Bunday.

Parkston, S. D.—Christopher Rempfer has sold his interest in the So. Dakota Grain Co. for \$9,380 and will retire for a time from active business. A 30,000-bu. eltr. will be built at Parkston for him this season.

Yankton, S. D., Apr. 7.—Spring is backward, but soil is in such good shape, warm weather will make things catch up in no time; acreage of small grain will be about the same as last year. Last year's crop nearly all marketed.—F. D. Morrison.

Cathay, N. D.—The eltr. of the Osborne-McMillan Eltr. Co. has been closed for the season. Guy Walton, who has been agt. for the last 7 months, will open the house again when the new crop comes in. A. F. Schults, buyer for the Royal Eltr. Co., will keep open all summer. C.

M. Robinson will soon close his eltr. for the season. L. B. Poppleston, who has been buying for the Woodworth Eltr. Co., will soon move to Canada.

OHIO.

Hicksville, O.—The Reed-Bear Grain Co. has repaired its eltr.

Melvin, O.—H. C. Johnson has succeeded Shrack & Johnson, having purchased the entire plant.

Trenton, O.—The F. O. Diver Grain Co. has removed its headquarters from Middletown to Trenton.

Louisville, O.—The Louisville Milling & Eltr. Co. has succeeded A. B. Shaub and the McCallum Co.—I.

So. Solon, O.—R. B. Gordin has bot the eltr. of G. W. Hombeck and is now the only grain dealer at So. Solon.

New Carlisle, O.—Thru the ad in the Grain Dealers Journal I have succeeded in selling my eltr.—D. F. Detrick.

So. Solon, O., Apr. 19.—Wheat will not make 10 per cent of a crop. Oats going out very late. No corn to move.—R. B. Gordin.

Cleveland, O.—Abel Bros., dealers in hay, grain and feed, are building a warehouse of 100 cars capacity on the B. & O. R. R., and expect to have it completed by June 1.

Cincinnati, O.—Grain and hay shippers had a hearing Apr. 16 before the directors of the Cincinnati Southern Ry. on the matter of alleged discrimination against Cincinnati shippers.

Norwalk, O.—Mead & Woodward have completed 7,200-bu. hopper bins and a new grain pit. A 1,000-bu. hopper scale, car loader, receiving separator, 2 stands of eltrs. and 15-h. p. gasoline engine have been installed.

Columbus, O., Apr. 19.—Cloudy with light rain or snow; night temperatures generally below freezing; little plowing or seeding done, except on driest fields; weather unfavorable to wheat, much will be plowed up; meadows and pastures growing slowly; young clover damaged.—Government Report.

Melvin, O., Apr. 14.—Not a car of corn has been shipped from this station this season; all been taken up by farmers at 50 and 55 cents per bu. Not much wheat in the country now and very poor prospects for the next crop. A great deal of ground is being put in oats and corn.—F. W. Shrack.

Medina, O.—The Medina Farmers' Exchange Co. has been organized with \$25,000 capital and has commenced erecting an eltr. on the N. O. Ry. It was organized to compete with a company which they claim is trying to monopolize the entire eltr. business of the country and is building its eltr. directly across from the opposition eltr. S. J. Swain is pres. and mgr. of the company.

The Ohio State Millers Assn., which was organized Apr. 14, at Columbus, deserves the hearty support of every miller. No movement ever promised greater benefits to the milling industry of the state. Such an organization has been badly needed the past four years. Sixty mills joined at the first meeting, and more are coming in. All should join. C. B. Jenkins, of Marion, O., is secy.

The Ohio Shippers Assn. has obtained an agreement with the railroads guaranteeing prompt car supply, the settlement of disputed claims for car service charges,

payment of refunds to shippers, and the appointment of a committee of 3 to represent the railroads in conference with a committee of the shippers to adjust all matters in dispute. Meetings of the car service managers and the shippers' representatives are to be held quarterly or oftener.

TOLEDO LETTER.

Leipsic, O.—Gallogly & Firestone have filed, with the Interstate Commerce Commission, a complaint against the C. H. & D. Railroad, the firm alleging that the road discriminates against them in the supply of cars for grain.

From Fremont, O., comes the following report: The recent winter has been a tough one on wheat and clover crops thruout this section. Wheat, according to present indications, will not be half a crop. Clover is practically a total failure.

S. L. Rice, mgr. of the Metamora Eltr. Co., writes: Four-fifths of the wheat in the vicinity of Metamora will be plowed up. A large part of this will be resown to oats. Clover is a total loss. A fair amount of corn is held by the farmers, but most of this will be needed at home. Farmers are holding some oats for higher prices for the reason that the season is backward for sowing.

Toledo, O.—The wheat crop thruout this section is believed by many grain men to be almost a total failure. The recent floods have totally destroyed thousands of acres of last fall's seeding, and many fields are being plowed up. While a scarcity of cars has been in evidence for several months up to April 1, the situation has improved to that extent that cars are becoming plentiful. It is believed here that the fight for the business east will result in a reduction in the rates within the next few weeks, as a big slack in business is already noticeable.

F. O. Paddock has the following interesting information on the wheat situation: Demand for wheat is exceedingly strong. We are shipping to almost every important point thruout Ohio, also to points in Indiana and Michigan from which we originally drew a supply. The situation since last August has been most peculiar. Last fall we purchased from many points in central and southern Ohio 1,000,000 bus. of wheat and had it moved to Toledo, the market price at that time being 70 cents. It was impossible at that time to dispose of the stock in the foreign market, but later the stock in part was disposed of to Armour, who resold to St. Louis, from which point we bot the stock and brot it back to Toledo. We in turn sold the wheat in southern Ohio, at places from whence it originally came, at the advanced price of \$1.07 per bu. Peculiar as this may sound, closely resembling a fairy tale, these are facts in the situation. The strong demand for wheat caused the millers to pay the advance of 37 cents. Of this 24 cents is for transportation, 8 cents represents the cost for handling and 5 cents the profit accruing to the different concerns.—D.

OKLAHOMA

Vinita, I. T.—Brinson & Patterson will remove their headquarters May 1 to Monnett, Mo.

Fairmont, Okla.—The Guthrie Milling Co. has bot the 10,000-bu. eltr. of Randels & Grubb.

Fairland, I. T.—Gaines Bros. have bot the half interest of J. D. Crockett in the

eltr. which they operate at Fairland and in which they have owned only a half interest.

Wakita, Okla.—The Farmers' Union will build a 20,000-bu. eltr. at Wakita to be in running shape by July 1. It will also build at Gibbon, the first station west of Wakita.—G. W. Guthrie.

Anadarko, Okla., Apr. 15.—Our grain crop is in normal condition so far. With ordinary seasons the balance of the year we will have a 90 per cent crop of wheat, oats and corn in our locality.—J. E. Farrington.

Kingfisher, Okla.—The State Eltr. Co., which is controlled by the J. Rosenbaum Grain Co., has bot the line of eltrs. of J. C. Robb. The eltrs. are located at Kingfisher, Cashion, Okeene, Hitchcock, Isabel and Watonga.

Waukomis, Okla.—The El Reno Mill & Eltr. Co. has remodeled its eltr., increasing the capacity to 20,000 bus. G. M. Lovell is agt. S. R. Overton is rebuilding his eltr. and will increase the capacity to 20,000 bus.

Fairland, I. T., Apr. 9.—Wheat acreage very small; condition good. Oat acreage large and the condition is good. Large part of the corn planted but farmers are afraid the cold rains, now falling, will rot the corn in the ground.—Correspondent.

Hitchcock, Okla.—We have sold our eltr. at Hitchcock to H. A. Wernli of Wichita, Kan., thru our advertisement in the Grain Dealers Journal, which is certainly an effective way to put eltrs. on the market.—J. E. Farrington & Co., Anadarko, Okla.

PACIFIC COAST.

San Francisco, Cal.—The Merchants' Exchange Mutual Benefit Assn. at its recent annual election chose the following directors: W. C. Barnard, A. M. Burns, Jos. Rosenberg, E. B. Cutter and A. Palles.

Oakland, Cal.—Johnson Bros. & Crawford incorporated, \$100,000 capital, to do a grain, milling and manufacturing business. The directors are: John B., D. M. and Archibald Johnson and A. L. and Geo. H. Crawford.

San Francisco, Cal., Apr. 19.—Conditions generally favorable for all crops except in southern districts, where rain will be needed soon; grain making rapid growth; fair crops of grain and hay probable in most places.—Government Report.

Albany, Ore.—An assn. of mill owners is to be organized at a meeting to be held at Albany Apr. 28, when the troublesome question of loaning grain sacks for the coming season will also be taken up. The main object of the assn. will be to eradicate price-cutting.

Portland, Ore., Apr. 19.—Weather warm with beneficial showers; good stand of fall wheat, doing splendidly; spring plowing, seeding, and gardening being pushed; farm work much behind, early seeded spring wheat, oats, and barley germinating nicely; pasturage and stock greatly improved.—Government Report.

San Francisco, Cal.—We are indebted to E. Scott, secy., for a copy of the 54th annual report of the San Francisco Chamber of Commerce, containing the annual reports of its officers, its bylaws, and rules, list of members and much tabulated statistical information regarding the trade of San Francisco.

Lewiston, Idaho.—E. W. Eaves, of the Vollmer-Clearwater Grain Co., reports that his company has purchased the last

large lot of wheat owned by the farmers in any of the country warehouses of the Clearwater territory and that in its line of warehouses there is not over 25,000 bus. which is owned by the farmers.

Dayton, Wash.—March was a very wet month and showers have continued thru Apr., delaying the work of the farmers until on Apr. 15 scarcely an acre of barley had been put in by the farmers of Columbia county. The farmers thought the land would dry up quickly as soon as spring appeared, but work has been stopped every time it has been started.

Seattle, Wash., Apr. 19.—Week unusually warm and fine, no rain until 15th; splendid growing week advanced crops so rapidly as to make up somewhat for lateness of season; grass has grown fast; winter wheat is in very fine condition and growing rapidly; sowing spring wheat half completed, early sown is up; plowing and planting in active progress; crops have started.—Government Report.

Tacoma, Wash.—State Grain Inspector Arrasmith reports that the wheat which was sown in summer fallow has not been injured by the winter and a larger acreage will be under cultivation. A great amount of stubble land was plowed during the winter and is now ready for sowing and it is expected that the crop of 1904 will be the largest in the history of the state, the only drawback being that the season is so late.

Tacoma, Wash.—The report of State Grain Inspector Arrasmith on the movement of grain to tidewater, shows a decrease from that of Feb. The receipts, at the 3 receiving points, for Mar. were: Tacoma, 207 cars of wheat, 40 cars of oats, 83 cars of barley and 22 cars of corn; Seattle, 159 cars of wheat, 44 cars of oats and 78 cars of barley; Spokane, 139 cars of wheat, 33 cars of oats and 12 cars of barley. The receipts of wheat at Tacoma, Seattle and Spokane for inspection, from Sept. 1, 1903, to Mar. 31, were 8,405,995 bus.; compared with 11,000,000 bus. during the corresponding period ending Mar. 31, 1903. Portland has received nearly 5,000,000 bus. of wheat, the interior mills have consumed about 6,000,000 bus., leaving 500,000 bus., of the total yield of 20,000,000 bus., in the hands of the farmers.

PENNSYLVANIA.

York, Pa.—John Keasey & Son have succeeded H. S. Myers.—I.

Lititz, Pa.—The Wellington Manufacturing Co. is building a 50,000-bu. grain elevator.

Philadelphia, Pa.—Miss Laura Rogers, daughter of E. L. Rogers, a former president of the Commercial Exchange, was married Apr. 9 to Paul Loder, an insurance broker of Philadelphia.

Philadelphia, Pa.—John Oberholtzer, a well known grain broker and member of the Commercial Exchange, died Apr. 5 of angina pectoris aged 65 years. A delegation from the Exchange attended his funeral in a body.

Miners Mills, Pa.—The 1,600-bu. hominy mill and elevator of the Miner-Hillard Milling Co., of Wilkesbarre, burned Apr. 13 with 10,000 bus. of grain. Loss nearly \$180,000; insurance, \$112,500. The plant will be rebuilt as soon as the insurance is adjusted. This mill was considered one of the finest in the country.

PITTSBURG LETTER.

E. B. Mahood, for many years one of Pittsburgh's most prominent grain and flour dealers, is out of business.

Locally there is little doing in wheat, demand being reduced to a minimum. An occasional car is sold, but there is no real movement.

Weather conditions in this neighborhood have been so unfavorable that spring seeding has been delayed, and the season is now getting late.

Receipts of millfeed are light and the market is in much better condition than was the case two weeks ago. Prices are not much higher, but they are firmer, and there is not so much difficulty in placing consignments. Both bran and middlings have felt the quickened pulse of trade in these lines.

There has been some business in rye the past couple of weeks, but the season is well over, and the Grain Exchange circular committee has ceased to quote it. Prices are now dependent upon conditions surrounding each sale, and a market value is hard to decide. Certainly transactions are made on a lower basis than ruled at the beginning of the month.

J. A. A. Geidel, of Geidel & Co., who is secretary of the railroad committee of the Pittsburgh Grain & Flour Exchange, is winning golden opinions for his persistent efforts to right the wrongs under which the handlers of hay and grain in this vicinity are suffering. Already considerable success has crowned his efforts, but he is not one of the kind to rest on the laurels of past achievements.

John R. Johnston, of the Keystone Commercial Co., who spent a few days recently in Ohio and Indiana, reports that the outlook for good dry corn in those states is not encouraging, and that, in addition to a shortage of the crop, considerable is in bad condition. In Indiana a material percentage of the crop of 1903 is still unhusked, and is in such condition that he fears it will prove unmerchantable.

The charter for the Grain Trade Assn. of Pittsburgh has been received, and the by-laws committee appointed several weeks ago has finished its work. Nothing now remains but to hold a meeting, adopt the report of the committee and proceed to the election of officers for the permanent organization. Members of the assn. are anxious to get it into full working order, as much good is expected to result from the credit system it will establish.

Receipts of hay continue to keep up fairly well, being in fact heavier during the past week than for several weeks prior to the current one. But the demand is steady and active, and there is no falling off in prices, the situation being strong, with no accumulation reported. Best grades of timothy and bright green clover and bright heavy mixed are especially in demand, with purchasers waiting for such stock, and ready to absorb it quickly upon arrival. Some of the dealers have been hard put to secure stock enough of these grades to fill orders.

Receipts of oats have been on the increase for the past ten days, and quotations have felt the influence of heavier consignments, selling figures having declined fully 2 cents a bushel. It is estimated that some consignments from Chicago have been sold at a loss. In view of the decline and the fact that so much poor corn has come forward, dealers are inclined to believe there will be a reaction in oats before long, as consumption will increase for the reasons just stated. The condition of oats consignments is generally satisfactory. The only criticism heard is that they are light, but all right in color.

It is only because there has been a growth in the number of cars arriving that prices have gone off, and it is not unreasonable to suppose that there will be a recovery when receipts get to a normal basis.

For good sound stock the corn market is stronger than it has been, and this is saying a good deal, for the corn demand has been steady for some time. Prices have been steadily advancing for two weeks, both for ear and shelled, the latter having the call. Buyers are conservative in the matter of ear, fearing its condition, for they have found so much moist and heated stock among receipts as to make them wary. Shippers will consult their own interests by sending forward only satisfactory consignments, as the inferior corn has to be sold on its merits, and the result is generally far from flattering. There has been more heated stock than usual this spring, and dealers are so disheartened that some of them have gone to the extreme of cutting corn from the list of articles they handle, turning orders received over to some competitor who still handles it.

While the feeling obtains, and the opinion is freely expressed that general business in this vicinity, among wholesale dealers, is not up to that of this time last year, no such state of affairs is true of the situation so far as grain and hay are concerned. In fact, there is and has been a surprising trade, which shows no sign of diminution. Dealers here are almost afraid to make a real authentic statement of the active condition of business lest the result be to flood the market with consignments from the west, which will materially influence the market in an undesirable manner. Buyers are taking hold of supplies with a vigor which indicates a consumption hitherto unequalled. This is largely due to the fact that the territory tributary to Pittsburgh as a distributing center is on the increase, and cars are reconditioned to more distant points than ever before. Local dealers are encroaching further upon the preserves of other cities, and are going upon the principle that the world is their field for business operations.—H.

SOUTHEAST.

Fairmont, W. Va.—The Miller-Clark Grain Co. is preparing to rebuild its elevator, which burned recently.

Columbus, Ga.—The Dan Joseph Co., incorporated, \$25,000 capital, to store and mill grain, buy and sell stocks and carry on the business of merchandise brokers. Incorporators, Dan Joseph, Hamlin Ford and Barscall Andrews.

Atlanta, Ga.—A meeting was held Apr. 12 by the grain merchants and cotton seed produce men of Atlanta to arrange for a grain exchange to be operated in connection with the Cotton Seed Produce Exchange. Another meeting will be held in the near future, when the arrangements will be completed for the making of grain prices in Atlanta instead of at Memphis, as has been done heretofore.

SOUTHWEST.

New Orleans, La.—We are indebted to Fred Muller, secy., for a copy of the rules of the grain futures department of the New Orleans Board of Trade, together with the grain contracts and blank forms used in clearing house reports.

New Orleans, La.—The Louisiana Ry. & Navigation Co. is preparing to build elevators and warehouses on its Willow Grove landing. This property is situated on

the Mississippi river, having a frontage of 2,000 ft. on the river and a depth of 2,100 ft. Work will probably begin on these terminals in the early fall.

New Orleans, La.—The American Rice Packing Co. has been organized, with \$100,000 capital, to pack rice in 2 and 3-pound packages, with 4 or 5 grades and the same number of brands, to be sold to the consumer. The company is a combination of the rice milling interests of Louisiana, local capitalists and northern wholesale grocers. The plant is expected to be completed within the next month. The officials of the company are: E. C. Bailey, mgr. Cudahy Packing Co., Louisville, pres.; Geo. W. Mills, of Chicago, vice-pres. and mgr.; Horace M. Goddard, secy. and treas.

Little Rock, Ark.—T. H. Bunch has let the contract to Henderson & Friedline for the erection of a 160,000-bu. eltr. and 700-barrel corn mill, to cost about \$100,000, on the line of the Iron Mountain and Choctaw Rys. The eltr. will be a transfer, cleaning and mixing house and will be equipped with a full complement of cleaners, clippers, power shovels, car pullers, hopper scales and 2 automatic sacking scales which run on trolleys clear across either side of the plant. An automatic sprinkling system and complete dust collecting system, with floor sweeps on every floor, will be installed. The power plant will be located between the eltr. and mill and 2 Corliss engines of 225-h. p. each will be installed. It is expected that the plant will be in operation by Sept. 1.

TENNESSEE

Nashville, Tenn.—The Southern Cereal Co., incorporated, \$25,000 capital. Incorporators, H. W. Butterff, John D. Anderson, J. B. Hawkins, B. H. Rowen and A. D. Peyton.

Nashville, Tenn.—S. S. Kerr, mgr. of the Ryman Warehouse, Apr. 13, was found with his throat cut and unconscious. He had been at home ill for the 3 weeks preceding and is thought to have become dependent on account of his ill-health.

Nashville, Tenn., Apr. 19.—First of week dry and cool, latter part wet and unfavorable, with rain, sleet, and snow 15th and 16th; corn planting in good progress and some cotton planted; too cool for good germination; vegetation making slow growth; wheat improving and looks well, also spring oats, clover, and meadows.—Government Report.

Nashville, Tenn.—Nashville grain dealers received during the year ending Apr. 20, 7,264 cars of grain and 4,129 of hay, according to statistics given by H. H. Hughes. An average of about 162,226 bus. of corn per week was handled by the dealers for the 22 weeks preceding Apr. 20; of wheat, 199,784 bus.; oats, 154,964 bus.; barley, 10,624 bus.; rye, 1,145 bus.

Nashville, Tenn.—The Nashville Grain Dealers' Assn. held its annual meeting Apr. 19 and also celebrated the first anniversary of its organization. The following officers were unanimously re-elected: Byrd Douglas, pres.; J. H. Wilkes, vice-pres.; W. R. Cornelius, Jr., secy. and treas. Duncan McKay and W. J. Miller were re-elected members of the Executive Committee. About 30 members were present and after the election was held the meeting adjourned to enjoy a delightful spread, which was served under the supervision of a number of ladies, including Mesdames W. J. Miller, F. G.

Douglas, Hewlett Sawrie and Walter Cain. The Assn. now has 36 active members and nearly every grain house in Nashville is represented.

Memphis, Tenn.—August R. Frank's application for a receiver for the Choctaw Eltr. Co. pretends to expose a systematic fraud under which shippers have been cheated in weights. Mr. Frank asks that the business of the company be wound up and that the company be prohibited from doing business in the state under the present management. The defendants on Apr. 20 have petitioned for a removal of the suit to the United States court. Mr. Frank alleges that M. T. Teney, under the advice of A. W. Smith, Geo. W. Brooke and T. J. Brooke, has operated the eltr. in a fraudulent manner and confiscated grain which properly belonged to the patrons. It is alleged that the surplus grain was credited to the account of G. W. Brooke, and that the total value of the grain miscredited in this manner is \$6,000. It is said an examination of the books by an expert accountant, employed by Mr. Frank and two other minority stockholders, has revealed several transactions which are not in accordance with honest business methods, methods which have caused the business of the company to fall off from 200 to 300 cars a month to only 3 cars of grain during the first 15 days of March. Mr. Frank asks that the speculations be returned to the patrons to whom the amounts belong, and that the property be sold and the proceeds divided.

TEXAS.

Roanoke, Tex.—The Foster-Brand Eltr. Co. is erecting a 40,000-bu. eltr.

McKinney, Tex.—The Doggett Grain Co. was one of the heaviest losers in the recent fire, which is supposed to have been of incendiary origin.

Galveston, Tex.—Jas. Van Den Broeck, Galveston mgr. for the Taylor Grain Co., of Topeka, has gone to Europe to establish several agencies for the company.

Waco, Tex.—The Seley-Early Grain Co. is building an addition to its warehouse which will be 160x66 ft. When completed the plant will be 350x66 ft., with a 30-ft. square eltr.

Ft. Worth, Tex.—The Medlin Milling Co., which operates a flour mill at Wolfe City, has begun the erection of its 2,000-barrel mill at Ft. Worth. A 250,000-bu. eltr. will also be built. The company is removing its headquarters to Ft. Worth.

Waco, Tex., Apr. 11.—Altho the grain crop of this state suffered very much from a long dry winter, we have had recent rains that have been of great benefit and the improvement in grain is very large. We look for a good yield, altho the acreage in this section of the state is not as large as usual.—The Seley-Early Grain Co.

Bay City, Tex.—The Farmers' Storage Co. is being organized with \$50,000 capital, to build a system of bonded warehouses to handle the rice crop of the territory west of Houston. A warehouse 300x300 ft. will be built at Bay City, which is to be the headquarters of the company, the offices being situated on the second floor of this warehouse. N. M. Vogel-sang is the promoter and associated with him are business men of Houston and capitalists of Chicago.

The annual meeting of the Texas Grain Dealers Assn. will be one of the most pleasant and profitable in its history, as

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Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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the grain dealers of Fort Worth have resolved that they will not be surpassed in entertaining the visitors. One of the entertainments that have been planned is a trolley ride over the interurban to Handley Lake, where an old-time barbecue will be given. A number of Oklahoma dealers are expected to come direct from the meetings of the Oklahoma Grain Dealers Assn. and Oklahoma Millers Assn., held 2 days earlier.

Galveston, Tex., Apr. 19.—Light rain-fall in northeastern and eastern counties 16th and 17th; extreme northwestern and western portions suffering from drought, and grass and water for stock very scarce; cotton planting progressed rapidly and completed in many localities, stands fair to good, considerable replanting necessary on low lands as result of frost, crop not yet recovered from effects of cool weather; corn in good condition but needs warm weather; wheat, barley, rye, and oats doing well, but much below average in western half of State; fall wheat and oats heading in southern and middle portions; rice doing fairly well.—Government Report.

Ft. Worth, Tex.—The annual meeting of the Texas Grain Dealers' Assn. will be held May 20 and 21 at Ft. Worth. The subjects for discussion at this meeting will be: Reasons why Grain Drafts should be Paid upon Presentation; What should be the Essential Qualification for Membership in the Texas Grain Dealers' Assn.; What can the Texas Grain Dealers' Assn. do to secure or Provide an Official or efficient System of Weights and Grades of Grain?; Wherein has this Assn. Failed to Improve Undesirable Conditions Affecting our Grain Trade which Existed Prior to our Organization and What Are the Remedies?; Suggestions for the Texas Grain Dealers' Assn. Trade Rules; Relations of the Texas Dealers to the Texas Millers; What can we do to increase the Demand for Texas Red Rust-proof Oats?

Weatherford, Tex.—H. B. Dorsey, secy. of the Texas Grain Dealers' Assn., in his crop report issued Apr. 11, states that his correspondents indicate an average wheat acreage, as compared with last year, of 84 per cent, or a decrease in the entire state of 16 per cent. The condition of wheat, as compared with last year, 94 per cent. Oat acreage 105 per cent, and condition 106 per cent. Corn acreage 99 per cent, and condition 111 per cent. The condition of our grain crop is greatly reduced by condition of the Panhandle, as reports from that section go as low as 25 per cent both in acreage and condition, and that also brings condition down considerably. Reports received from central and north Texas are extremely good, especially from Dallas to Sherman, and from Honey Grove and Greenville to Gainesville and Weatherford, and from central part of the state reports show good average crops as well as average acreage. Reports coming in since the rains, show that we have not had better prospects for all grain crops for years, especially in northern and central section of the state, except the extreme south part of the grain belt and the Panhandle.

Ft. Worth, Tex.—The executive committee of the Texas Grain Dealers' Assn. met at the Ft. Worth hotel Apr. 15 and it was decided to hold the next annual meeting at Ft. Worth May 20 and 21. Those of the committee present were: Pres. G. J. Gibbs, Secy. H. B. Dorsey, J. Z. Keel, of Gainesville; C. P. Shearn, of Houston; L. B. Belew, of Pilot Point;

J. P. Harrison, of Sherman, and Eugene Early, of Waco. Others present were: J. C. Whaley, of Gainesville; Elbert G. Rall, W. W. Andrews, S. H. Ransom and E. R. Kolp, of Ft. Worth; J. Howard Ardrey, J. F. Edwards, C. E. Shipp, J. S. Wiley and Max Ortleib, of Dallas; P. T. Andrews, of Waxahachie. Pres. Gibbs wished to resign, in view of the fact that he has retired from the grain business, but he was persuaded to continue in office until the annual election. In discussing the condition of the grain crop the reports showed that the crop in the Panhandle has been reduced 25 per cent, both in condition and acreage. In the central and northern portion of the state the crop is good, with an average acreage. Prospects, since the rains, have been better for all grains than for years, especially in the central and northern sections of the state. The average, as compared with last year's crop, which may be considered as an average year, is: Wheat, acreage 84 per cent, condition 94 per cent; oats, acreage 105 per cent, condition 106 per cent; corn, acreage 99 per cent, and condition 111 per cent.

TEXAS LETTER.

The Texas Millers' Assn. will hold its annual convention May 31 at New Braunfels.

Holland, Tex.—The mill and eltr. of J. P. Murrah burned Apr. 18. Loss, \$20,800; insurance, \$10,750.

Wolfe City, Tex.—The Medlin Milling Co. has increased its capital to \$100,000, and is removing its headquarters to Ft. Worth.

Denton, Tex.—The Denton Milling Co. incorporated, \$50,000 capital. Incorporators, G. T. Cobbs, D. L. Long, Ben Beverly, C. C. Yates and F. M. Rayzor.—J. S. W.

WISCONSIN.

Cassville, Wis.—P. C. Grimm has succeeded Grimm Bros.

Milwaukee, Wis.—Eltr. C on the Milwaukee road has been closed except for transfer and shipping out grain.

Fountain City, Wis.—Paul Huefner is operating 8 or 10 eltrs. and warehouses along the Burlington road.—T.

Milwaukee, Wis.—Special hearings will be held by the new committee on rules on the plan to change the grain inspection system of the local board.

Manitowoc, Wis.—The Manitowoc Malting Co. has let the contract to Geo. M. Moulton & Co. for a fireproof eltr. and 10 tile storage tanks of 250,000 bus. capacity, to be erected as an addition to its plant.

Roberts, Wis.—The Wisconsin Eltr. Co. has let the contract to L. O. Hickok for the erection of a 30,000-bu. eltr. and office to replace the eltr. and office burned Jan. 27. It will also install a new feed mill in its cleaning house.

Springfield, Wis.—The estate of the late Mr. Moorhouse, of Moorhouse & Phelps, has now been settled, and the grain business of the firm passes to A. W. Phelps, who has been the active mgr. for some years past.—T.

Milwaukee, Wis., Apr. 18.—Heavy snow latter part of week over entire State followed by severe cold; no spring work done; ground still frozen in northern and central counties; condition of winter wheat, rye, and clover satisfactory, although recent freezing weather unfavorable.—Government Report.

Prairie du Chien, Wis.—Despite the partial crop failure in its territory, the Hunting Eltr. Co. has been able to make effective use this season of its cleaning house at Prairie du Chien, where J. P. Barnum, as superintendent, has obtained the best possible results from the grain passing thru his hands.—T.

Milwaukee, Wis.—R. H. Edwards and L. A. Woods, having forfeited their membership in the Chamber of Commerce by failure to pay dues, the directors of the Chamber will take no action on the charges against them of dealing in differences. The same firm is now under a cloud at Duluth, where prosecution for alleged fraud is being delayed by the Minnesota Warehouse Commissioners pending an appeal by Edwards, Wood & Co. from the judgment of the court in the first case against them.

Jefferson Junction, Wis.—The Lytle-Stoppenbach Co. has let the contract to the Macdonald Engineering Co. for the erection of a 100,000-bu storage annex. The bins will be built of armored concrete, cylindrical in shape, 60 ft. deep and covered with concrete cupola. The structure is to be fire-proof thruout, and equipped with conveying machinery to handle the grain in and out from the present working eltr. The plant is to be ready to handle this season's crop. Alterations and improvements are to be made in the malt house and eltr. machinery, which will double the handling capacity of the plant.

R. R. Commissioner Thomas of Wisconsin has issued a report showing just what the grain dealers of that state have long contended—that the railroad companies have for years past been paying rebates to favored shippers. This is the result of an investigation made in accordance with a special act of the legislature and designed to ascertain whether or not the railroads were evading a portion of the taxes on their gross earnings, as had been found to be the case in Minnesota, and Mr. Thomas asserts that for the 2 years thus far examined the books of 3 roads show a loss to the state, in unreported taxes, of \$67,000. What most concerns the small shippers, however, is the fact of the rebates themselves, and they are anxiously awaiting further details. Mr. Thomas is of the opinion that it will be impossible to ferret out many of the rebates, owing to the subterfuges by which they have been covered up, and it is believed that this will prove to be the case with reference to grain, which has been handled by the large eltr. companies on so-called "thru" and "transit" billing, both of which have been made very elastic.—T.

MILWAUKEE'S COMMITTEES FOR GRAIN DEALERS NATIONAL CONVENTION.

S. G. Courteen, pres. of the Milwaukee Chamber of Commerce, has appointed the following executive committee of arrangements to provide for the entertainment of the grain dealers who will attend the annual convention of the Grain Dealers National Assn., at Milwaukee, June 22-24; Wallace M. Bell, A. K. Taylor, G. H. D. Johnson, B. G. Ellsworth, Chas. Lull and Clark Fagg. The committee met and appointed the following subcommittees:

Subscriptions: Chas. R. Lull and S. W. Tallmage.

Entertainment: B. G. Ellsworth and Clark Fagg.

Entertainment of Ladies: Mrs. S. W. Tallmage, chairman, who will select additional members.

Visiting ladies will be given a carriage ride about the city on the first day of the convention, and on the second day they will be taken to Waukesha Beach in electric cars.

Some place of amusement will be visited on the evening of June 22, admission by ticket.

On the evening of June 23 a promenade concert will be given at the Chamber of Commerce.

On the afternoon of the last day the grain dealers will be taken for a steamer ride to Milwaukee Bay.

MILWAUKEE LETTER.

Oliver C. Fuller has made application for membership in the Chamber.

C. H. Bauman has purchased the membership of the late Peter Schmitz.

A. W. Holmes, who was suspended not long since, has been reinstated by the directors.

The directors of the Chamber of Commerce, at a special meeting, declared the warehouse receipts of the Nebraska City Eltr., of Chicago, not regular for delivery on contracts in this market.

Fifty-eight transfers of memberships occurred during the year, most of them being made to employees of local commission houses or representatives of non-resident members. The number of the latter is increasing annually.

Much satisfaction is felt here over the fact that, as a result of the recent action of the Chamber, the Union Pacific R. R. Co. has again applied Chicago rates to this market, thus putting an end to the discrimination complained of.

A petition asking for changes in the system of inspection and sampling, as recommended by the Committee of the Chamber in charge of that department, was recently circulated on 'Change and received the signatures of leading members who are actively engaged in handling cash grain. From the sentiment developed in favor of the new system there seems to be little doubt that it will be adopted.

At the annual meeting of the Chamber of Commerce Clearing Assn., W. M. Bell was re-elected pres.; F. S. Frost was chosen vice-pres.; A. A. McCabe, secy-treas., and A. Flertzhelm, Geo. Knowles and Frank Teegarden, directors. A dividend of 10 per cent was declared, and it was decided to place the stock in escrow, in order to prevent outsiders from acquiring any interest. This was rendered necessary from the fact that a local firm of some notoriety attempted, not long since, to make public disposition of their stock.

It is quite likely that Milwaukee shippers will participate in the movement to oppose the new bill of lading designed for use in official classification territory. At a special meeting of directors of the Chamber Secy. Langson read a letter from the Illinois Manufacturers' Assn., transmitting an opinion rendered by Levy Mayer, in regard to the conditions imposed by such a shipping contract, and the matter was referred to a committee for careful investigation. If a general conference is held, as suggested, the Milwaukee Chamber and probably the Merchants & Manufacturers' Assn. will be represented.

The Milwaukee road has issued a tariff, Sup. No. 1 to No. 35619, effective April

24, making milling in transit rates on wheat from St. Paul, Minneapolis and its northwestern lines, when the product is destined to points south of Kentucky and Virginia and east of the Ill. Cent. R. R., Cairo, Ill., to Jackson, Tenn., and east of M. & O. R. R., Jackson, Tenn., to Mobile, Ala., to be forwarded via Chicago or Milwaukee. The milling may be done on the direct line from any station affected to Milwaukee or Chicago, also at Stillwater, Minn., and points on the I. & D. Div., at 3/4c less than the regular milling in transit rates to Chicago, as authorized in G. F. D. No. 7015 and supplements.

At the annual meeting of the Chamber of Commerce, which took place this month, reports were read by Secy. Langson and an address was made by Pres. Courteen. It took but 10 minutes to transact all necessary business. Taken in the aggregate the past year has been very prosperous. While carload receipts of grain have been less than in former seasons, owing largely to the poor crops raised in territory tributary to this market, the volume of business transacted, including options, shows a large increase. Sixty per cent more business passed through the clearing house than in the preceding year. Milwaukee is now second only to Chicago as a trading center, according to the directors' report.

It is rumored that the Rockefeller interests are planning to take control of the Wisconsin Central on the expiration of the voting trust which occurs July 1, when, unless the company desires to renew its bond issue, the property will legally pass into the hands of the owners of the stock. The fact that they are at present trying to get control of the Northern Pacific, and that the Central could be used to good advantage as a southern outlet of this line, gives color to the report. A survey is being made for a new cut off which will make the Wisconsin Central the shortest line between Chicago and St. Paul by 28 miles, and it is said that the Rockefellers contemplate the construction of a direct line from Marshfield to Milwaukee.

Secy. W. J. Langson is in almost daily receipt of letters of inquiry from people in many parts of the country asking for information in regard to a so-called grain and stock "commission" firm of this city, concerning whose difficulties with the P. O. officials reference has been made in these columns. "The letters indicate that their writers are very anxious to know something about the concern," said Mr. Langson, "but, as it is in no way connected with the Chamber, we have no information regarding it." Regular commission houses have also been called up on the 'phone from country points and urgently requested to investigate the matter. It looks as though a good many "investors" had been caught, and serves to illustrate further the necessity of placing cards in the Journal, if the regular brokerage firms desire to get the legitimate business that is being diverted daily to the get-rich-quick concerns which advertise lavishly. How is the country dealer, especially one new to the business, to know which are reliable option houses in Milwaukee if he never sees their names in a trade publication?

Resolutions presented by Geo. H. D. Johnson, pledging the support of the Chamber to the Milwaukee Southern Ry. in its efforts to secure terminals, were unanimously adopted at the first meeting of the directors held after the annual

The Best Car Mover

moves any size car, loaded or empty, with ease, under any ordinary condition. Works under the brake beam. Shipped promptly to responsible parties on 30 days' trial. Never had one returned. No elevator equipment complete without one.

O. S. POTTER, TOLEDO, OHIO.



Cover's Dust Protectors

RUBBER PROTECTORS, \$2.00
METAL 1.50

SENT POSTPAID ON RECEIPT OF PRICE; OR ON TRIAL TO RESPONSIBLE PARTIES. HAVE AUTOMATIC VALVES AND FINE SPONGES.

H. S. COVER

153 Paris St. South Bend, Ind.

SPEAR SAMPLE ENVELOPES

do not burst, break or leak. They deliver grain samples to destination intact and in good condition. Samples upon application.

Manufactured by Heywood Mfg. Co.,
Minneapolis, Minn.

W. H. Lake & Co.

Commission

Receivers and Shippers

6-8 Sherman St.

CHICAGO

Best on earth

AUTOMATIC SCALES

SACKING

Accurate Net Weights
Five Sacks per Minute

W. E. SMITH, Sales Agent
47 Plymouth Place, CHICAGO

RICHARDSON SCALE CO.

17, 19 Park Row, N.Y. City.



meeting; and the committee on commerce and manufactures was entrusted with the duty of carrying them into effect. This is the first endorsement and the first official encouragement that the new road has received from any commercial organization of the city, but it will undoubtedly be followed by similar action on the part of others. In the preamble to the resolutions it is stated that the new line will run from Milwaukee to Peoria, there to connect with an established line into St. Louis and affording an entry into Milwaukee of 23 intersecting roads. The exact route, about which there has been much speculation, was definitely ascertained in a conference between one of the officers of the Chamber and a representative of the railway. The directors have been actuated in this move by a desire to open to this market the rapidly developing fields of the southwest. Such a line as that proposed is considered to be a necessary auxiliary to the movement for better harbor and shipping facilities; and the directors do not propose to see a repetition of the fiasco by which the Wis. Cent. Ry., after vainly attempting to secure terminals here, was compelled to go to Manitowoc, thus diverting thousands of bushels of grain from this market.—T.

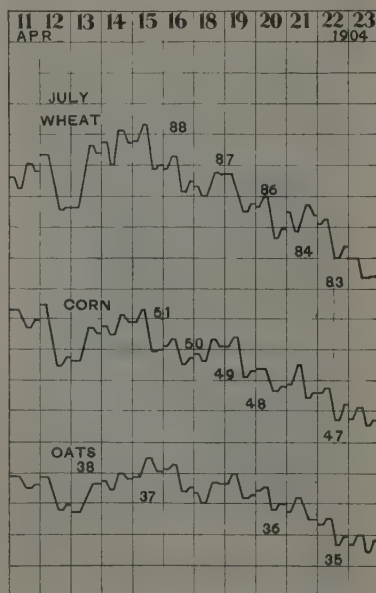
Receipts of Wheat at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Apr. 25 have been 123,489,000 bus., compared with 230,807,000 bus. for the corresponding period of the preceding crop year.

Corn receipts at primary markets for the present crop year prior to Apr. 25 have been 135,192,917 bus., against 117,521,000 bus. for the corresponding period a year ago.

Chicago Prices

The opening, high, low and closing quotations on July wheat for the new contract delivery, and on July corn and oats, at Chicago, for the two weeks prior to Apr. 25, are given on the chart herewith.



Will Milwaukee Tolerate Receivers who Skim Returns?

In the Jan. 25 number of this Journal we expressed the opinion that the receivers on trial for skimming returns to country shippers should be expelled from the Milwaukee Chamber of Commerce and pointed out that any hesitation by the chamber or any deviation from its plain duty would cause shippers to hesitate whenever solicited to consign to that market.

In the April 10th Journal we again called upon the exchange to expel the firm convicted of skimming returns.

Secretary Spoerri of the Wis. Grain Shippers Assn. is also alarmed lest the exchange should ignore the conviction of two of its members for dishonorable dealing, and has written the following letter to the chairman of the Board of Directors:

Milwaukee, Wis., April 13, 1904.
Mr. S. G. Courtene,
Chairman, Board of Directors,
Milwaukee Chamber of Commerce,
Milwaukee, Wis.

My dear sir:

I respectfully call your attention to Section 11 of Rule 4, of the CHARTER AND RULES of the Milwaukee Chamber of Commerce, a portion of which, reads as follows:

"It shall be the duty of the Board of Directors, in case any grave offense, committed by any member of the Association against the good name or dignity thereof, shall come to its knowledge, either by public rumor or report, to cause a preliminary or informal investigation to be made, by a committee of its members into the truth or falsity of such rumor or report."

In this connection, I desire to inform you that on September 5th, 1903, Mr. Peter Weyer of Lomira, Wis., regularly engaged in the buying and selling of grain, commenced proceedings in the Circuit Court of Milwaukee County, against Solomon and Julius Karger to secure judgment for a certain amount of monies alleged to have remained due and unpaid.

On October 5th, 1903, the Court, Judge L. W. Halsey presiding, compulsorily referred the above case to Court Commissioner Frederick Scheiber to hear, try and determine same and report his findings of fact and conclusion of law with all convenient speed.

I take the liberty therefore, on behalf of Wisconsin Grain Shippers, whose shipments of grain are consigned to Milwaukee Market, of submitting to you herewith, "extracts" taken from the Findings of Referee Scheiber in the above case, which Findings were filed with the Clerk of the Circuit Court on April 6th, 1904.

"EXTRACTS" FROM THE FINDINGS OF REFEREE SCHEIBER.

No. 5. "I find and report that during the period last above mentioned, the Defendants delivered to said P. Weyer & Bro. written reports called 'account sales,' setting forth in each account sales the date thereof, the Railroad's number upon the cars, in which said barley or oats had been shipped, the kind of grain shipped therein and sold by Defendants, its gross weight in pounds, number of bushels, the price per bushel for which the grain was reported sold, the gross price reported to have been received therefor, the necessary expenses connected with the receiving and handling of the grain (such as fees for inspection, demurrage, switching of cars, weighing, and their commission of \$5.00 per car), and the net proceeds remaining after deducting from said gross proceeds, said expenses and charges, all of which account of sales were by said P. Weyer & Bro. and by the Plaintiff BELIEVED TO BE TRUTHFUL REPORTS of the sales therein reported until the 24th day of July, 1903."

No. 6. "I find that amongst said account sales, as aforesaid delivered by the Defendants to said P. Weyer & Bro., there are the account sales of the contents of FIFTEEN DIFFERENT CAR-LOADS OF BARLEY, in which the Defendants reported the price per bushel realized, and gross proceeds as well as net proceeds, AT LESS SUMS THAN WERE ACTUALLY RECEIVED AND REALIZED by the Defendants, as follows:

(Then are enumerated the fifteen specific instances, and if you desire a memorandum

of these items, I shall be very glad to furnish them.)

No. 9. "I further find and report that besides the said account sales in relation to said fifteen cars of barley, the Defendants also delivered to P. Weyer & Bro., other account sales in which they reported the price per bushel, at which such barley was sold, AT A LOWER FIGURE THAN THE PRICES ACTUALLY RECEIVED BY THEM AND WHEREIN THERE WAS A CORRESPONDING SHORTAGE IN THE GROSS PROCEEDS AS WELL AS IN THE NET PROCEEDS REPORTED, but that the evidence fails to establish the precise and particular account sales so delivered by the Defendants to the Plaintiff in relation to the barley sold, wherein such shortage in price obtained occurred, nor the numbers of the cars sold reported in such account sales, nor the gross proceeds nor the net proceeds reported in such account sales, and also fails to show the total amount of such shortage in the prices reported."

No. 10. "I further find and report that the prices and gross proceeds reported by said defendants in their said account of sales, respecting the said fifteen car-loads of barley, WERE TO THEIR KNOWLEDGE AT THE TIME OF THE MAKING OF SUCH ACCOUNT OF SALES, LESS TO THE EXTENT HEREINBEFORE FOUND AND REPORTED, THAN THE ACTUAL PRICES RECEIVED BY THEM FOR SUCH BARLEY, and that as to all other account of sales so rendered by them to P. Weyer & Bro., in which the price at which barley was reported sold AT A LOWER FIGURE THAN WERE ACTUALLY RECEIVED such prices were so KNOWINGLY REPORTED BY SAID DEFENDANTS."

After a careful perusal of the foregoing, you will readily perceive that the Referee in the case has placed upon Messrs. Karger Brothers, the responsibility of having committed a very grave offense, and the testimony and evidence submitted in this case disclose some startling facts.

I feel very sure that it is only necessary to place these facts before your honorable body, when they will receive due consideration, and in doing so, I have only a desire for the best interests of all concerned.

Will you have the kindness to acknowledge receipt of this communication, and if an investigation is instituted, may I expect to be informed of the result of such investigation, so that Wisconsin Grain Shippers may not remain in doubt as to the position of the Milwaukee Chamber of Commerce? Yours very truly,

G. C. Julius Spoerri,
Secretary.

Broader Market for the Orient.

Steamers, railways, telegraph lines, newspapers, labor-saving machinery, and the introduction of western ideas, are slowly but surely revolutionizing the Orient.

Shantung wheat, which formerly had no market beyond a radius of a few dozen miles from the wheat field, can now be shipped by railway and steamship to any part of the world, and in consequence, every Chinese buyer has to pay more for it.

In like manner, new facilities for export have doubled, trebled, and in some places quadrupled, the price of rice in China, Siam and Japan.—The Century.

Italy is the only country in Europe which produces enough rice for home consumption.

Uncle Dick—I see the wheat market was raided yesterday. Uncle Hiram—It was, eh? Well, I thot it was putty near time for the police to interfere.

Philippine exports of hemp during the 11 months prior to Dec. 1 were 121,225 tons; compared with 102,415 tons during the same months of the preceding year.

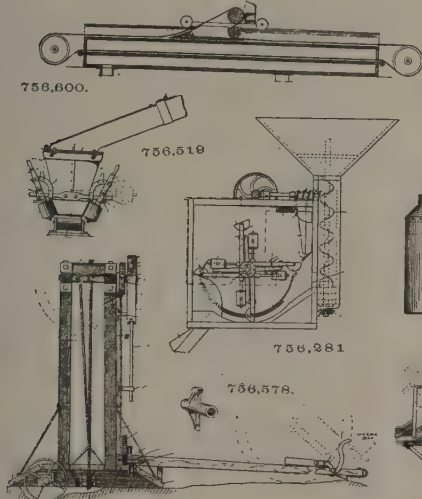
Corn cobs are being shipped by the Neola Elevator Co. from Adelino to Savanna, Ill., to be used to kindle fires in the locomotives of the C. M. & St. P. R. R.

Patents Granted

Gas Engine. No. 756,458. Henry C. Bergemann, Annan, Scotland.

Gas Motor Engine. No. 757,415. Arthur Rollason, Long Eaton, Eng.

Bucket Conveyor. No. 756,510. Augustus L. Le Grand, West Pittston, Pa.



Reversible Explosive Engine. No. 756,687. Jos. A. McGee, Big Springs, Ind.

Carbureter for Hydrocarbon Motors. No. 756,249. Emile Lenglez, Mons, Belgium.

Vaporizer for Explosive Engines. No. 756,834. Julian F. Denison, New Haven, Conn.

Carbureter for Internal Combustion Engines. No. 756,879. Geo. McCadden, St. Cloud, Minn.

Gas or Internal Combustion Engine Governor. No. 757,311. Peter Jenness, Philadelphia, Pa.

Water Cooler for Internal Combustion Engines. No. 757,022. Chas. W. Carrier, Desplaines, Ill.

Igniter Mechanism for Explosive Engines. No. 756,961. Ned E. Hildreth, Lansing, Mich.

Explosive Engine. No. 757,215. John J. Murray, Cleveland, O., assignor of 1/2 to Davis D. Hobbs, Cleveland, O.

Carbureter for Gas Engines. No. 756,908. Geo. F. Swain, Harvey, Ill., assignor of 1/2 to Henry E. Kellogg, Harvey, Ill.

Belt Conveyor. No. 756,600. (See cut.) Jas. M. Dodge, Philadelphia, Pa. A film of air is employed to support the endless belt on both its carrying and return runs. The air box is perforated, the air being fed against the belt thru the perforations.

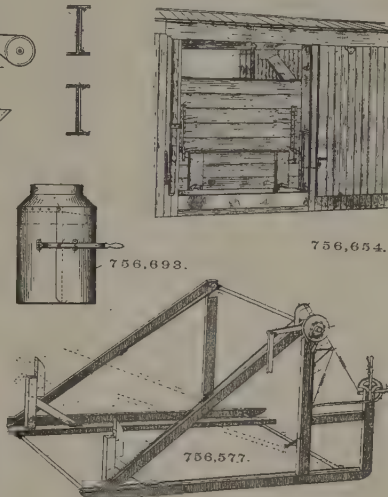
Portable Grain Dump. No. 756,578. (See cut.) Jos. E. Camp, Washington, Ill. The platform is moved from place to place on wheels, and rests upon the ground when in use. The front wheels of the wagon rest on a short platform which is raised by rope and pulleys passing over a winding drum.

Grain Car Door. No. 756,654. (See cut.) Jos. G. King, Port Arthur, Canada.

The door is composed of upper and lower sections, the lower section sliding in guides, while the upper section is adapted to have a sliding and swinging movement, the upper section overlapping the edge of the lower section.

Bag Holder. No. 756,693. (See cut.) Richard V. Parr, Craigsville, Va. The device is a split cylinder, half of which is riveted to the neck while the other half is pivoted and expands and contracts by the movement of a lever.

Transfer Spout for Grain, Ore and the Like. No. 756,519. (See cut.) Peter O. Olson, South Chicago, Ill. To a hinged



and counterbalanced spout is rotatably secured a discharging nozzle having a conveyor guide mounted in its lower portion. The guide comprises two levers each having a roller journaled on its lower part.

Portable Grain Dump. No. 756,577. (See cut.) Jos. E. Camp, Washington, Ill. The dump rails are raised at one end by ropes wound upon a shaft turned by a lever and kept from following by a pawl and ratchet. When a wagon has been driven upon the dump it is kept from rolling back by two hinged blocks engaging the front wheel hubs.

Automatic Weighing Machine. No. 756,281. (See cut.) Edward T. Pollard, London, Eng. The scale-beam revolves with an intermittently rotating shaft having a notched disk turned by a pawl, which is held out of engagement with the disk every alternate movement, whereby the scale-beam is held momentarily in balancing position while the main drive shaft rotates continuously. The scoop receives part of its load while rising from the bottom, and a complete load from a sprinkling funnel above. The balancing of the beam closes an electric circuit, energizes an electro-magnet, which deflects the funnel when the right weight is reached.

An irrigation reservoir inclosing 100,000 acres, one of the largest artificial basins in the country, is to be constructed by farmers near Denver, Colo. The dam will be 200 ft. high and the work is estimated to cost \$1,000,000.

Alcohol for use in the arts and for gas engines will be taxed more lightly under the bill introduced by Representative Boutwell of Chicago, and advocated by the manufacturers assn., of whose committee Henry Dudley, of New York, is secy.

THE CORN SHELLER

which is not easily broken by foreign substances admitted with corn is the cheapest in the long run. The average life of a Champion Sheller is 25 years.

MADE BY

R. H. McGRATH, Lafayette, Ind.

LOOK. One thousand grain men were made happy (ask anyone of them) last year by using our New Era Passenger Lifts in their grain warehouses. Let us please you this coming season by placing one of them in your new grain elevator. The New Era Elevators are well and substantially built. Will last a lifetime; will more than pay for themselves in one season. They cost scarcely more than a stairway. They save time, work, worry and money. Let us know your wants. Sidney Elevator Mfg. Co., Sidney, O.

Standard Scale & Foundry Co.



MANUFACTURERS OF
SCALES

RAILROAD, DORMANT, SUSPENSION, PORTABLE,
STOCK, WAGON, HOPPER, WAREHOUSE

KANSAS CITY, MO.

The Monarch Mill

is especially adapted for elevator use. It is a money saver and a money maker. Also the best mill for grinding corn, wheat, oats and barley.

You can test our mill in your elevator, for we send it on trial to responsible parties. Thousands in use.

SPROUT, WALDRON & CO.
P. O. 260, Muncy, Pa.

Victory for Board of Trade in Quotation Suit.

The bucket-shop cry of "you're another," which effectively hoodwinked some of the courts, can no longer be used to defeat the Board of Trade in the protection of its continuous quotations.

The Chicago Board of Trade, which lost its suit in the Circuit Court of the United States for the district of Indiana, on the allegation by the defendant bucket-shop, the L. A. Kinsey Co., that the Board did not come into court with clean hands, was recently granted the asked for injunction restraining the Kinsey Co. from purloining the quotations, the United States Circuit Court of Appeals having reversed the decree of the lower court. The decision, in full, follows: I. We deem it unnecessary to determine from the evidence whether the percentage of trades in which actual deliveries were made was 5 or 25. The finding of the one figure or the other would not prove what proportion of the remaining no-delivery transactions were gambling. Of these an indeterminate number were "hedging contracts." If we felt called upon by the necessities of this decision to give a definite opinion of hedging, the record might well lead us to find that hedging is a manufacturer's or merchant's insurance against price-fluctuation of materials, and no more damnable than insurance of property and life, which in one sense are wagers that the property will not be destroyed during the term and that the life will not fail in less than the expectancy in the actuaries' tables. The remainder of the no-delivery transactions were "speculative." But speculation is not unlawful. One may buy any sort of property to hold for a rise; one may contract to buy or sell property not in possession or in existence at the time; and lawful contracts may lawfully be cancelled and settled in advance of the time of performance. If a contract, lawful in form, is entered into, it is lawful in fact even though one of the parties never intended to perform his part of it; that is, the intent that the lawful form shall cover a sham must be mutual to make it a sham. We think the court's conclusion that, because in 95 per cent of the trades no deliveries were in fact made, it was intended that in those cases deliveries should not be made, and that the parties in nineteen instances out of twenty were using the forms of lawful contracts to cover mere wagers on the future prices of commodities, is not warranted by the facts in the record. The "direct" and "ring" methods of settlement between members might cancel out nine-tenths of the bids back and forth between the members as agents, and yet every contract may have been perfectly legal and enforceable between the principals, and every principal satisfied by receiving a "substitute" contract. If a seller intended not to deliver but to settle on differences if prices rose, the buyer who entered into the contract in good faith and who desired to receive the property could not force the seller to deliver. In every such case there would be no delivery, but the buyer would have a valid cause of action. Undoubtedly gambling was going on in the exchange hall; but it was contrary to appellant's by-laws. Appellant was chartered by Illinois for a lawful and useful purpose, and the association adopted and promulgated suitable by-laws and rules. We think the record fails to show that the dominant

feature of the members' dealings was unlawful, much less that appellant, as a creature of the state, was violating its charter or was particeps criminis in what gambling the members carried on.

We do not, however, attach very much importance to the preponderating character of the transactions in the exchange hall, because, in our opinion—

II. The real subject-matter of the suit is the property-right in the news, in the reports of prices. Even if it were true that 95 per cent of the dealings in the exchange hall were wagers, the prices are the same for the transactions that are not wagers, and the quotations sent out show the figures at which honest dealers may secure contracts. Millers, grain buyers, elevator companies, govern their dealings by the market prices made in appellant's exchange hall. The news therefore serves, or at least is capable of serving, a useful purpose. So it seems to us immaterial what proportion of the transactions are wagers, since the prices made in the transactions are the prices that farmers and shippers can get, and since the news of the prices and the dissemination thereof are valuable to the community. News may be an object of lawful ownership, though nine-tenths of the things reported be unlawful.

III. Nor should the property in this case (the news, the continuous quotation of prices) be adjudged contraband because it is susceptible of bad uses as well as good. Gamblers in Indiana may settle their bets on prices according to appellant's quotations, and this quite irrespective of the fact, if it were the fact, that 95 per cent of the transactions in appellant's exchange hall were lawful, just as Indiana grain dealers may make and settle their honest contracts on the basis of appellant's quotations regardless of the fact, if it were the fact, that 95 per cent of transactions reported were gambling. It seems to us, therefore, that the news as news is not without the pale of protection and that the moral quality is chargeable solely to the user.

IV. The property concerned in this suit not being contraband, should appellant be denied the writ of injunction even if it were true that appellant permits gambling in its exchange hall? We think not. Suppose this non-contraband news were collected and disseminated by the Associated Press. If that company were complainant and "clean-handed," its right to an injunction, the case being proper in other respects, would not be doubted. But if complainant were a gambler or a thief, what then? We think our answer has been sufficiently stated in *Fuller v. Berger*, 120 Fed. 274: "Equity is not concerned with the general morals of a complainant,—the taint that is regarded must affect the particular right asserted in his suit. * * * If the defendant can do no more than show that the complainant has committed some legal or moral offense, which affects the defendant only as it does the public at large, the court must grant the equitable remedy and leave the punishment of the offender to other forums." In this case, the appellees, citizens of Indiana, have never had any dealings with appellant respecting the quotations; they have not been misled or deceived by appellant in any way; and they certainly are no more concerned with or affected by appellant's violations of the common law or of the penal laws of Illinois than the general public.

The decree herein is reversed, with the direction to enter a decree in appellant's favor in conformity to the prayer of the bill.

Supreme Court Decisions

In seeking to be relieved from liability for damage to cargo in transit, under the exception of perils of the sea, the shipowner, as carrier, is bound to prove that the injuries were the result of such untoward circumstances as could not have been anticipated and guarded against by the exercise of ordinary care and prudence.—*The Westminster*. Circuit Court of Appeals. 127 Fed. 680.

In an action against a carrier for unreasonable delay in delivering potatoes, evidence as to what the consignee agreed to pay for the potatoes f. o. b. at the point of shipment was admissible on the issue of their market value at the point of destination at the date they should have arrived there, where the consignee testified that he based the contract price on such market value.—*Garlington v. Fort Worth & D. C. Ry. Co.* Court of Civil Appeals of Texas. 78 S. W. 368.

In case a landlord's attachment is maintainable, the rent being payable in a share of the crop, and the attached crop has by order of the court been sold and converted into money, it is the duty of the court to ascertain the value of the landlord's share at the time it should, under the contract or custom of the country, have been delivered to him, and direct its payment out of the proceeds of sale of the attached crop.—*Harmon v. Payton*. Supreme Court of Kansas. 74 Pac. 618.

Rev. St. 1899, Sec. 4123, provides that if any person shall buy a crop grown on demised premises on which any rent is unpaid with knowledge that such crop was grown on demised premises, he shall be liable to the landlord for the value thereof. *Held*, that where a purchaser of a crop grown on leased land, from the tenant, had knowledge that the crop was grown on leased land, he was liable to the landlord therefor, regardless of his knowledge as to whether the amount claimed by the landlord was for the rent due from the tenant for the year in which the crop purchased was grown.—*Williams v. De Lisle Store Co.* St. Louis Court of Appeals, Missouri. 79 S. W. 487.

On the issue of waiver by a landlord's agent of the statutory lien on crops grown on the demised premises, it was error to exclude evidence as to whether the scope of the agency was sufficient to clothe the agent with real or apparent authority to waive the lien, for the power of the agent to lease the land did not of itself necessarily carry with it power to waive the lien. On the issue as to whether a landlord's agent consented to the sale of timothy seed to defendant, and waived the landlord's lien thereon, evidence of a waiver of the lien on other crops grown by the tenant, by consent to their sale, was inadmissible.—*Wimp v. Early*. Court of Appeals at St. Louis, Mo. 78 S. W. 343.

J. A. Loudon, of Cincinnati, O., bot 4,000 bus. of No. 2 red winter wheat of R. A.

Carr, Maysville, Ky. Of the 4 cars shipped two fell short in weight, and two missed grade. Loudon brot suit for balance due on account, having paid drafts for the whole. On trial Carr claimed the wheat was sold delivered at Maysville, and guaranteed to weigh 59 pounds per bu.; but Loudon showed invoices on which Carr had written "Guaranteed Chicago weights and grades". The Court of Appeals of Kentucky affirmed the decision of the lower court that by such indorsement of the invoices Carr agreed that the wheat should be inspected and weighed at Chicago.—79 S. W. 211.

An association of wholesale dealers in tiles, mantels, and grates, in San Francisco and vicinity, and nonresident manufacturers of tiles and fire place fixtures, in which the dealers agree not to purchase from manufacturers not members of the association, and not to sell unset tile to non-members for less than list prices, which are more than 50 per cent higher than prices to members, while the manufacturers agree not to sell their products or wares to nonmembers at any price, under penalty of forfeiture of membership, is an agreement or combination in restraint of trade within the meaning of the anti-trust act of July 2, 1890 (26 Stat. at L. 209, chap. 647. U. S. Comp. Stat. 1901, p. 3202).—W. W. Montague & Co. v. Edward S. Lowry. Supreme Court of the United States. 24 Sup. Ct. Rep. 307.

The law is well settled that the purchaser of personal property, under an implied warranty that the same is well made and reasonably suitable for the purposes for which it is purchased, has a reasonable time within which to test the same to determine whether or not it is as warranted, and such question is ordinarily one for the jury. But, after he has made the test, and has discovered all of the defects which he claims exist, and calls the attention of the seller thereto, and the seller refuses to make any changes, but insists that the article is as represented, the purchaser must at once return it, or his right to do so will be lost. And in such a case, where the property is a corn sheller, purchased for custom work, and the purchaser continues to use the machine, after such refusal by the seller, for a day and a half, and until he has finished all the work he has on hand, and then keeps the machine in his shed for 24 days before offering to return it, it will be held, as a matter of law, that he has elected to affirm the contract as made—Von Dohren v. John Deere Plow Co. Supreme Court of Nebraska. 98 N. W. 830.

Shortage in a car of corn shipped from Kansas City, Mo., by the Fort Grain Co. to Hubby & Gorman at Waco, Tex., led to a suit by Hubby & Gorman against the grain company to recover the loss of \$138. It was stipulated in the contract that the corn was sold "on Kansas City weights and grades". Hubby & Gorman offered testimony to show that the stipulation "Kansas City weights and grades" meant that the purchaser was to bear whatever loss might result from waste or shrinkage while the corn was being shipped from Kansas City to Waco, but not a loss resulting from fraud or gross mistake in weighing the corn at Kansas City. Judge Key, of the Court of Civil Appeals of Texas, affirmed the decision of the lower court in favor of Hubby & Gorman, saying: In our opinion, the stipulation in the contract, "on Kansas City weights and

grades," was ambiguous, and it was proper for the court to hear testimony tending to explain its meaning. Appellees submitted testimony showing a shortage far in excess of ordinary shrinkage, and also showing that the seal of the car had not been broken, and that there was no waste in transit. This testimony, in connection with the testimony sustaining their construction of the contract, entitled appellees to recover.—79 S. W. 363.

G. C. Miller, of Ponca City, I. T., bot of W. L. Martin & Co., of Mounds, I. T., a carload of corn, and had the bill of lading read, "shipper's order, notify R. A. Scott." Scott, however, had no interest in the grain, and was only nominal consignee. Martin & Co.'s sight draft was paid by Miller, who resold the car of corn to W. C. Dugger at San Marcos, Tex., and drew on Dugger with bill of lading attached; but when presented by the bank Dugger refused to pay the draft. The shipment originated on the St. Louis & San Francisco Railroad, which had issued the shipper's order bill of lading; but when the car was transferred to the Atchison, Topeka & Santa Fe, the shipper's order clause was omitted from the bill thru an oversight; and, when transferred a second time, to the International & Great Northern, the latter supposed it was an open shipment to R. A. Scott and accordingly made delivery to Dugger, who paid the freight. Miller brot suit against all three roads for the value of the corn. The lower court gave judgment against the Frisco only, considering the Santa Fe and the International not in fault. The Court of Appeals has recently reversed this decision on a technicality, Miller's attorney, in his complaint, having failed to allege breach of duty on the part of the Frisco in not informing its connecting carriers that the shipment was subject to shipper's order. It is expected that on a new trial Miller will get judgment against the Frisco.—79 S. W. 43.

The Farmers National Exchange.

It is not entirely clear how the projectors of this new "aggregation of wealth" hope to gain by the scheme. It may render western farmers more independent of certain middlemen, but, in lieu thereof, they will be compelled to support an army of managers and employes, besides keeping up the various structures it is intended to erect. They get rid of one burden only to assume another, and it is the toss of a coin if the latter will not prove to be the heavier of the two. Should the project end in failure, the shareholders will be out the amount of their investment and all they will have to show for their money will be a bundle of experience, something on which it is very difficult to raise cash.—N. Y. Commercial.

Air suction is to be used to convey grain from a new elevator at Atchison, Kan., to a mill nearby.

Malt exports during the 8 months prior to Mar. 1 amounted to 262,946 bus.; compared with 244,911 bus. for the corresponding period of 1902-3.

Hay imports into the Philippine Islands during the 11 months prior to Dec. 1 amounted to 1,455 tons; compared with 2,757 tons during the same months of the preceding year.

The F. R. Morris Continuous GRAIN CONDITIONER AND COOLER

The greatest invention yet devised for keeping grain stored in elevators in condition. Saves its cost every month in the year. Once passing thru the machine equals a week's constant elevation. Can be installed in an elevator at a cost not much exceeding an ordinary cleaning machine. Parties having them in use say they are indispensable.

For information address

F. R. MORRIS,

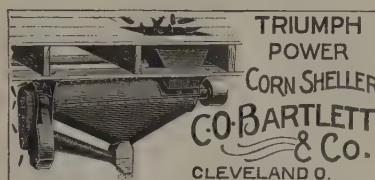
51 CHAMBER OF COMMERCE, MILWAUKEE, WIS.
Also Manufacturers the best Drier in the World.

We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.



BELTING

FOR CONVEYORS AND ELEVATORS ALSO Fire Hose, Packing, etc.

We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

GUTTA PERCHA & RUBBER MFG. CO.,
96-98 LAKE ST., CHICAGO.
BROWN & MILLER, Managers.



The Little Paper DRUMMER

TRAVELING FOR

Alfred Hall The Office Supply Man

OFFERS THIS MONTH

25 Sheets Best Typewriter Carbon, \$1.00;
1 Ditmar's Typewriter Ribbon, 75c for

ONE DOLLAR

All charges prepaid.

In ordering please mention make of machine used. Your money back if goods are not satisfactory.

ALFRED HALL

The Office Supply Man 177 LaSalle St. CHICAGO

The "Eureka" Two-Fan Two Shoe Cleaner.

We illustrate, herewith, a grain cleaner which is claimed to embody features of merit making it efficient and economical for elevator and warehouse purposes. It is a product of the Eureka Works at Silver Creek, N. Y., and The S. Howes Company in the design and construction of this machine have put forth their best energies determined to have an elevator cleaner of extraordinary merit.

A special claim is made for the perfect controllable air separations secured upon this machine. It is equipped with two complete fans set in the air chamber, drawing the air from each side of both fans, perfectly equalizing the strength of the air currents in the separating leg. The air currents are positive and direct and the grain is so manipulated that every kernel and particle of matter is subjected to the same degree of air action. Any desired amount of material can be removed, as the air currents are very strong and under perfect control by valves.

The first air separation takes place as the grain passes from the automatic feed hopper in a thin, even stream, extending the full width of the machine, and heavy or light screenings may be removed at this point. As the grain leaves the shoe it flows into the last suction leg where the remainder of the screenings are separated. The screenings from both air separations are deposited in separate tips equipped with conveyors, depositing the screenings to one side of machine. There is also an extra air separation made in the first suction tip, separating all light impurities from the screenings.

This separator is built with two shoes, placed side by side and extending the full length of the machine, giving the largest possible sieve area. The two shoes are driven from the same shaft at opposite eccentrics, forming a perfect counterbalance. This style of drive is said to obviate the necessity of bracing the machine as it fully overcomes all vibration and jar.

The screen equipment consists of a large scalping screen, large main screen and cockle screen full size of main screen. Auxiliary screens are placed in machine for some classes of work. All screens are interchangeable and the machine is adapted for cleaning all kinds of grain.

Exports of beans and peas during the 8 months prior to Mar. 1 were 195,151 bus.; compared with 174,794 bus. for the corresponding months of 1902-3.

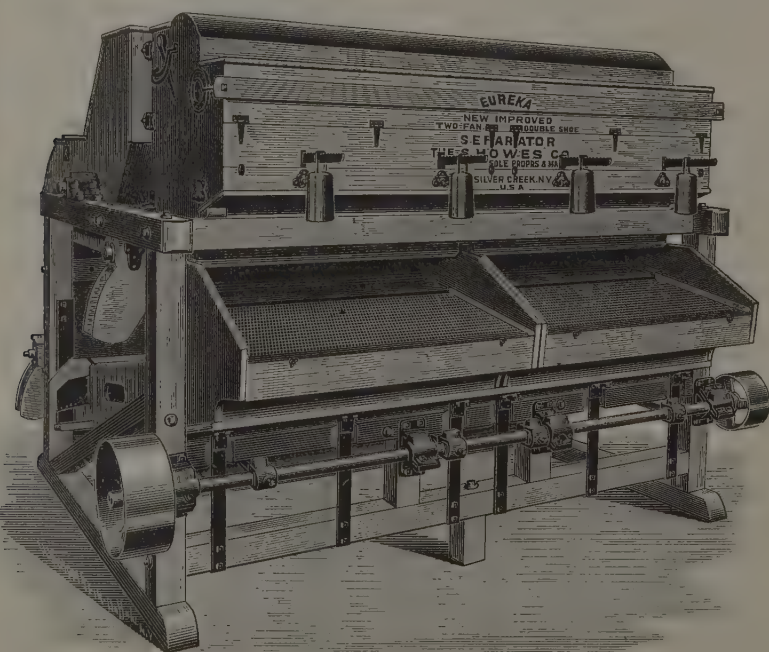
Broom corn exports during the 8 months prior to Mar. 1 were valued at \$161,854; compared with \$150,350 for the same months of 1902-3.

Exports of foreign beans and peas during the 8 months prior to Mar. 1 amounted to 97,928 bus.; compared with 30,403 bus. during the same period of the preceding 12 months.

Buckwheat exports during the 8 months prior to Mar. 1 amounted to 39,773 bus.; compared with 116,885 bus. for the corresponding period of the preceding 12 months.

A meeting of the advisory committee of the Grain Dealers National Assn. will be held at Toledo, O., about May 1, to investigate the methods of handling grain at that market.

"This is the best kind of a wheat market for a flour man," says George Urban, the Buffalo miller. "These wide swings in prices are much better than a market with no fluctuation. When the speculative situation is so flat, there is always some flour man who cannot wait and who in his anxiety to sell his product takes a little off the price, and then somebody else follows with a little more off, and that keeps on until the flour market is in a situation where something has to be done to correct it. But, with these wide fluctuations in wheat, the miller has no temptation to shade prices. He is kept busy trying to keep in line in his manufacturing. It makes a much more satisfactory condition for the miller than where the speculative wheat market has no fluctuations at all."



Supply Trade

C. A. Burks is sending his friends in the trade a unique and useful card-case and note-book combined.

Your advertising, like every other department of your business, ought to grow as your trade grows.—Jed Scarborough.

C. M. Seckner & Co., elevator builders, Chicago, Ill., have removed their office from 155 Dearborn-st. to 120 E. 35th-st.

The International Power Vehicle Co., manufacturer of kerosene oil engines, will remove its offices May 1 to 381 Dearborn-st., Chicago, Ill.

A factory building at Wheaton, Minn., is to be equipped for the manufacture of the grain distributor and cleaner invented by Jos. Wilhelm.

The Ft. Dearborn Belting & Supply Co., 161 E. Lake-st., Chicago, Ill., has been organized to handle belting and elevator supplies. Elmer E. Bast will be manager.

The many friends and patrons of Eschenberg & Dalton are now carrying a brand new key ring and tag bearing their own name and address, with the compliments of E. & D.

A manufacturer wants to know how he can reach the trade most effectively. In reply we submit the following: Buy as much advertising space in the right trade papers as your appropriation will permit, and fill it with strong advertisements.—Profitable Advertising.

The Jeffrey Mfg. Co., of Columbus, O., has recently issued Circular No. 73, of 28 pages, furnishing a summary of the company's many lines of manufacture, detailed information regarding which will be furnished in a special catalog on request.

J. J. Fitzgerald, Inspector for the Grain Dealers National Mutual Fire Insurance Company, was married April 19, in St. Mary's Church, Saginaw, Mich., to Miss Helen Nina Wilson. The bride and groom will reside at Decatur, Ill. Mr. Fitzgerald's many friends in the grain trade wish him much joy and contentment.

The Allis-Chalmers Co., of Chicago, Ill., has organized a department of publicity to conduct the advertising of the company's products, which recently have been materially extended by engaging in the building of gas engines, steam turbines, hydraulic and electric machinery. Arthur Warren, formerly in charge of the publicity department of a large eastern company, has been appointed manager, with offices at Milwaukee, Wis.

The right kind of a trade journal to use as an advertising medium is the one that takes care of its readers' interests. It is not fair or just that advertisers should insist on having a hand in editing a trade journal. It is the reader on whom both the journal and its advertisers depend for support, and it is therefore to the best interests of the advertisers that the reading matter should regard only the reader, thus making the publication of value and interest to him. In this way it also becomes of great value to the manufacturer who uses space, his advertisements having behind them the prestige of the journal.—Profitable Advertising.

Seeds

Philippine imports of flax and timothy seed during the 11 months prior to Dec. 1 amounted to 1,410 pounds; compared with 7,445 pounds for the same months of the preceding year.

Wm. Ewing & Co., seed dealers of Montreal, Que., recently suffered \$2,000 loss by fire in their warehouse. The fire was confined to the lower floor, and the damage was covered by insurance.

"Grasses for Kansas" is the title of an interesting paper read at the last annual meeting of the Kansas live stock breeders by A. M. Ten Eyck, professor of agriculture, State Agriculture College.

At a recent meeting of the Eastern Ontario Seed Grain Assn. at Ottawa, Ont., the following officers were elected: Pres., Warden Boyce; first vice pres., P. Madden; second vice pres., Norman Wilson, and secy., J. C. Stewart.

Clover fields, even if they are to be plowed up, should still be freed from the dodder seeds by hoeing up all the plants attacked, and burned on the spot. Prompt treatment of this character is the more imperative in alfalfa fields since the stand is to be kept for a longer period.—Ohio Experiment Station.

The free seed distribution which began last fall, has been completed. About 37,000,000 packages were sent out by the government. If the rural congressman gains one vote for each 1,000 packages he will not have sown his seed in vain. Never mind the expense; the government pays for it. When the contemplated \$6,000,000 private offices of the congressmen have been completed, the members may feel disposed to economize by cutting off the free seed farce.

GRAIN ELEVATORS

AND CONTENTS

are underwritten at Grain Dealers Exchange by the Elevator Underwriters. This plan gives to the owner his insurance at

ACTUAL COST

With a limited individual liability and a limited expense, the cost of insurance is reduced to a minimum. The best people in the trade are supporting it. For further information address

U. S. EPPERSON,

Attorney and Manager,

407 Kemper Bldg, KANSAS CITY, MO.

Seed exports during the 8 months prior to Mar. 1 were 5,921,209 pounds of clover seed, 8,782,372 pounds of timothy seed, other grass seed valued at \$240,881 and 757,970 bus. of flaxseed; compared with 13,036,804 pounds of clover seed, 12,487,779 pounds of timothy seed, other grass seed valued at \$545,845 and 3,845,201 bus. of flaxseed, during the corresponding months of 1902-3, as reported by O. P. Austin, chief of the bureau of statistics.

A large seed firm writes C. A. King & Co.: Among other items tending to lessen the quantity of clover used this season has been the relative low price and unlimited quantity of medium grades of alsike, and think the dealers all over the States, both east, west and south, have sold more alsike the past season than ever before. This has undoubtedly been used largely in place of red clover, it not taking near as much seed to the acre and the price per bushel considerably less, and for stock and hay purposes alsike hay is undoubtedly much better than that of the ordinary red clover.

Practically all the red-clover seed produced in Chile is exported. The commercial statistics for 1903 show that the exportation of clover seed for that year was 839 metric tons (1,962,094 pounds), valued at \$153,118, all of which went to Great Britain. It is estimated that the production for the present year will be much greater than for last year, but there are no statistics available by which the crop can be estimated with anything like certainty. The current wholesale price of clover seed in the Valparaiso market is \$9.12 per 100 pounds. The only country to which clover seed is exported from Chile at the present time is Great Britain. The exporters of clover seed at Valparaiso are: W. R. Grace & Co.; Duncan, Fox & Co.; and J. Fische.—R. E. Mansfield, U. S. Consul at Valparaiso, Chile.

Ernest W. V. Kuehn, of Crumbaugh & Kuehn, has the following to say on the clover situation: The weather is against active business in clover seed. Had we had an early spring, I feel sure that seed would today be selling at \$8. As it has been and is at the present time, the east is covered with snow, consequently there is very little sowing being done, which naturally destroys the demand. At present there is in stock in Toledo warehouses in the neighborhood of 10,000 bags of seed, against about 1,000 bags at this time a year ago. With a marked improvement in the weather and the real opening of spring I sincerely believe Toledo stocks will be about depleted by the end of the season. Business in seed at present is dull, the sales just about equaling the receipts.—H. D.

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

FIRE INSURANCE

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. C. SHARP, Secretary, Des Moines, Iowa.

MICHIGAN MILLERS

MUTUAL
FIRE INSURANCE CO.,
LANSING, MICH.

23 Years
Successful Business

50% DIVIDENDS

Assets	\$1,500,000.00
Losses Paid	1,000,000.00
Net Cash Assets	260,000.00

INSURES FLOUR MILLS, GRAIN AND ELEVATORS.

Reliable Insurance . . .

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.
205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$3,380,676.66
Net Cash Surplus, \$460,594.95
W. L. Barnum, Sec'y.

GRAIN DEALERS

National Mutual
FIRE INSURANCE COMPANY

of Indianapolis, Ind.

Which shall it be! Buy the insurance on your elevator and contents at cost or pay profits to the owners of a company?

Benefit and protect yourself by placing your insurance with this company. Write to-day for information to

C. A. McCOTTER, Sec'y.

Advisability of Buying Seed Corn.

Many growers entertain the idea that the growing of the same corn for years on one farm will cause it to "run out." Such is not the case. It is the lack of attention to seed selection that causes the deterioration and not the continued growing of the same corn on one farm. It is true that the corn on many farms does become poorer from year to year. Such is likely to be the case where any farmer who gives no attention to seed selection or the detrimental effects that may follow cross pollination, or mixing, starts with highly bred seed and expects the corn to retain indefinitely its good features without yearly attention to the principles of proper seed selection. It is the inherent tendency of plants to vary that makes improvement possible, and whether the strain of corn grown on any particular farm shall become poorer or shall become better year by year depends on whether seed below or above the average of the strain is yearly selected. Carefully conducted experiments prove that it is possible to make corn poorer in quality and productiveness by the selection of seed from poor individuals; and those who use their best corn during the winter and plant such as is left in the spring, and those who eat as roasting ears the earliest and best ears in the patch and take their seed from such as remain, are constantly repeating these experiments. It is no wonder their corn becomes poorer, or, as it is commonly expressed, "runs out."

It is deemed highly advisable to improve a corn in the district and on the kind of soil where it is to be afterwards grown. It is true that a well-bred variety may sometimes be sent hundreds of miles from the place where it was improved and there be found superior to the native varieties with which it comes in comparison, while, on the other hand, a change in the conditions of soil and climate may cause a change in the corn or its habits of growth, so that a valuable variety for one State may be worthless for another State. For this reason extensive importation of seed corn from another locality where the soil and climatic conditions may be different should not be made without first testing the variety on a small scale.

To produce a desirable grade of seed corn requires considerable attention and work, but the better quality and larger quantity of corn that will grow from it will more than pay for the labor. Any corn grower who has not the time, ability, or a suitable location to grow and select seed

corn of a high grade should each year buy his seed and willingly pay several dollars a bushel for it, but he should be sure that the seed he buys has been properly bred and selected. One safeguard in buying is to insist that the seed be delivered as ear corn. Sellers of seed corn offer several reasons for their unwillingness to ship seed corn on the ear, but if honestly expressed the chief reason would be that by so doing they are unable to dispose of poor and small ears. When viewed in the proper light, there are no good reasons that will prevent the selling and shipping of seed corn on the ear, and certainly as much profit can be made by selling good seed corn at an advanced price as by selling for seed purposes and at low prices corn which it is unwise for anyone to plant. The reform can best be accomplished by all who buy seed corn insisting that it be delivered on the ear. Growers can then at least know from what kind of ears their seed was shelled. Seedsmen find it to their profit to meet the demands of their patrons, and if the demand for unshelled seed corn becomes great they will of necessity meet the demand. As soon as it becomes the universal practice to accept no seed that has been shelled a great step will have been taken toward the raising of the average production per acre, for it will take from unscrupulous men one means of imposing upon the growers by the sale of poor seed.

Properly grown and selected seed will often produce 15 bushels more corn per acre than unselected seed of the same variety. A bushel of seed will plant 6 or more acres, so that, estimating corn at 30 cents per bushel, such seed corn bears a money value of \$27 per bushel.—C. P. Hartley, of the Bureau of Plant Industry in the Yearbook Dept. of Agri.

Electric Power on Canal.

Electric canal boat haulage promises to revive traffic on many waterways that have been rapidly decaying under the competition of railroads.

The method of towing boats by electricity on the Tetlow Canal, near Berlin, Germany, is illustrated in the photographs reproduced in the engravings herewith, for which we are indebted to Popular Mechanics. The canalboat is towed by a cable running to an electric locomotive which travels on rails laid on the bank of the canal. A couple of trolley wires supply electric current to the locomotive.

The same method has been applied on the Miami and Erie Canals between Cincinnati and Middletown, O., and may be used on the Erie Canal when enlarged.

Seed Growers Assn. of Western Canada.

On account of careless practices in mixing and cleaning seed the supply of high class seed is limited, and the very farmers who are guilty of neglect are willing to pay fancy prices for 10, 20 or 50-bu. lots of good, pure seed of wheat, oats and barley. In western Canada there is now an annual demand for 75,000 bus. of seed wheat alone.

Many appeals have been made to the Dominion Department of Agriculture to establish farms for growing pure seed for distribution to farmers at the cost of production, a proposition that the Department objected to, as it would entail a heavy expense, and would be undertaking work that the farmers were quite able to do themselves.

To encourage the production and more general use of pure seed the Dominion Department of Agriculture, in the spring of 1903, invited farmers, who had been giving some special attention to the growing of seed grain, to unite and form an assn. of seed growers, resulting in the Western Canada Seed Growers Assn., which has now 35 members. The work of the members is inspected and supervised by a superintendent. Records are kept of the amount and pedigree of seed produced by them. According to the rules of the Assn. each member is required to give a definite guarantee as to the purity, vitality and freedom from the seeds of noxious weeds, with all lots of seeds sold by him. The Assn. certificate will also show the pedigree of the seed—the number of consecutive years during which hand selection has been followed.

Each member is required to keep his seed pure by operating a hand-selected plot of not less than $\frac{1}{4}$ acre. This "stock-seed" plot must be sown each year with seed taken from large heads of grain that are gathered by hand from unthreshed grain, preferably from the standing crop. By following this continued system of hand selection, on a small plot, the variety is not only kept pure but the productive capacity of the seed is much improved. The heads of grain are selected each year from the special seed plot.

The Western Canada Seed Growers Assn. proposes to issue each year a catalog giving the names and addresses of members, the kinds and varieties of seed produced by them, the amount for sale and the price per bu. Railway companies have consented to give the seed registered by the Assn. special freight rates.

Farmers in the United States, who are co-operating in various wildcat schemes,



Towing Boats by an Electric Motor on the Tetlow Canal Near Berlin.

would find a legitimate field for their organized endeavor in copying the seed assn. of our more conservative Canadian cousins. Judging from the poor quality of some of the grain that the grain dealer is compelled to receive the farmers of the United States are in great need of pure seed.

Grain Carriers

Underwriters propose to have the fall increase in rates come Sept. 1 instead of Nov. 30.

The first grain shipment of the season at Manitowoc was loaded Apr. 5 into the steamer Pere Marquette No. 2.

A line of 22 miles will be built between Lone Rock and La Valle, Wis., by the Lone Rock & La Valle Railroad.

Mississippi River improvements costing \$1,000,000 and to be made in 1905 are planned in the river and harbor appropriation bill.

Grain shoveling at Buffalo is to be paid for at last season's rate, \$12½ per 1,000 bus., by agreement between the Lake Carriers Assn. and the scoopers.

Corrigan, McKinney & Co., of Cleveland, it is said, will enter the Canadian grain trade with 10 steel barges running from the great lakes to Quebec.

Merchants have petitioned the Mississippi Railroad Commission to establish "delayage charges" as an equitable offset to the demurrage charges exacted by the railroad companies.

Hearings on the grain rate differential will be had by the Interstate Commerce Commission, beginning Apr. 27, at New York, Philadelphia and Baltimore. The Commission will act simply as a board of arbitration.

The cargo of corn in the steamship Philadelphia, which was reshipped from London to New York recently, has been again shipped to London in the same boat, the steamship company taking it free of charge as ballast.

Ice has practically disappeared from Lakes Erie, Huron and Michigan. Lake St. Clair is clear. The eastern portion of Lake Superior contains much ice, indicating that navigation in this lake will not open before May 1.

An outer belt line tapping all the important railroads entering Chicago is to be built by the Illinois, Iowa & Minnesota Railroad Co. The new road will pass thru Rockford and Joliet, Ill., Valparaiso and Michigan City, Ind.

Contracts have been let for the first 35 miles of the Thief River Falls line of the Minnesota & Great Northern Railroad. The line will extend 105 miles to the Canadian boundary. A second line will be built from Pelican Rapids north.

Complaint of the Chicago Car Service Assn. as an illegal organization has been made to the federal district attorney by the representatives of 63 large coal shippers, who demand that each road make its own rules for the delivery of freight.

The Lake Carriers Assn., which last year recognized the labor unions, is this season ignoring the Masters & Pilots Assn.,

and the vessel owners will deal individually with the masters. The vessel owners feel that the captain should be their personal representative aboard the boat, and should not be hampered by his obligations to his labor union.

Congress will authorize a commission of three to report on the cost of a canal connecting Delaware and Chesapeake Bays.

The Erie Canal is expected to be opened May 5, when the breaks caused by the Mohawk floods will have been repaired. No grain has yet been offered for canal shipment.—J.

Insurance on wooden boats the coming season will be higher than ever before on the great lakes. The tariff rate on wooden schooners and barges valued at \$30,000 and over is 7½ per cent, on valuations between \$20,000 and \$30,000, 8½ and under \$20,000, 9 per cent. With the unfavorable outlook for business in lake carrying, these rates are prohibitory to a large number of ships.

Advancing hay from the 6th to the 5th class has greatly increased the revenues of the railroads. The total tonnage of hay reported by originating roads for the three fiscal years ending June 30, 1902, was 12,880,000, and on an average advance of 80 cents per ton, the auditor of the Interstate Commerce Commission estimates the increase in revenue since Jan. 1, 1900, at nearly \$10,000,000.

At a meeting of the Central Freight Assn., at Chicago, Apr. 14, it was decided to maintain the rates that have been in effect during the winter on grain to the seaboard. The only break in the situation is a notice by the Lake Shore & Michigan Southern that unless the eastern grain rate differential was settled promptly it would make a rate of 10 cents on grain from Chicago to the seaboard, on the opening of navigation.

Reissues of their tariffs recently have been made by the Great Western, U. P. and Q. Dealers in the territories affected will do well to ask their station agents to show them Grt. Wes. No. 10384, U. P. No. 8770 and Sup., or Q. No. 5303, as the case may be. Proportional through billing rates are being changed somewhere almost every day and frequent inquiries should be made of agents in relation to them. The tariffs above mentioned are local or terminal.—I.

The demurrage and car service rules of the Virginia Corporation Commission have been upheld in a recent decision by the Supreme Court of Appeals of Virginia. The rules of the Commission embody reciprocal demurrage, the railroads being required to pay a penalty for delay in supplying cars, for failure to keep cars moving at the rate of 50 or more miles per day, for not giving prompt notice of delivery, and several other provisions of great value to shippers.

After a conference extending over several days, and hearing a delegation from the Omaha Grain Exchange, the traffic officials of the western lines on Apr. 20 adjusted the grain rate war. The Chicago Great Western was granted what it has all along fought for, thru rates from Nebraska points the sum of the locals to and from Omaha, except certain territory in northeastern Nebraska. The Chicago & Northwestern Ry. obtained a valuable concession in the reduction of the St. Louis differential over Chicago from 5 to 3 cents.

BULLETIN No. 2.

WARNING—If you have any old foggy ideas against advertising better not read these bulletins, because if you do you're liable to be converted from them in spite of yourself.

Guess-Work.

Advertising isn't guess-work any more than any other part of a man's business is.

Men who employ advertising regularly and systematically, make their calculations and lay out the appropriation for it just the same as they do the money they spend for a place to do business in or for help.

Any man, in any business, with any "gumption" can employ advertising with as sure calculation as he can any of the other parts of his business.

Men who have had any considerable amount of experience with advertising, consider it the surest and most profitable part.

How much do you appropriate for that purpose?

If you want to invest anywhere from \$50 to \$50,000 in advertising, let's get together.

Marsh Advertising Agency,
New York Life Building, Chicago.

Send 6 cents in stamps for "The Book on the Bucket Shop."

Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

FLOUR MILL LOCATIONS

OPENINGS for flour mills, feed mills and grain elevators are numerous along the several new lines of the St. Louis & San Francisco Railroad recently opened to traffic. These lines traverse some of the finest wheat and corn producing sections of the Southwest and opportunities for mills are numerous. The



through its Industrial Department is prepared to furnish full information regarding desirable flour mill locations.

Send for copy of new handbook of information entitled "Opportunities."

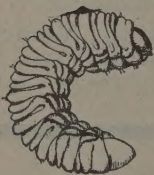
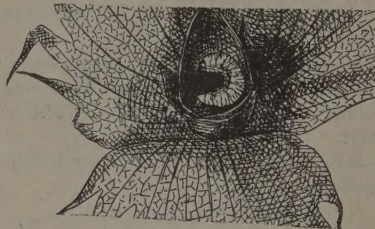
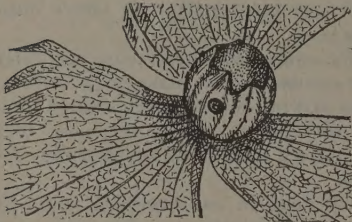
M. SCHULTER
INDUSTRIAL COMMISSIONER

Frisco Building ST. LOUIS, MO.

The Cotton Boll Weevil.

The dreaded cotton boll weevil, which last year caused a loss of \$15,000,000 to the cotton planters, is shown in its five stages in the engravings herewith, for which we are indebted to Popular Mechanics.

For years the planters east of the Mississippi River paid no heed to the alarming reports of the ravages of this insect in Texas, taking for granted it was the familiar cotton boll worm, the depredations of which are easily restrained. Ef-



forts to check the weevil, however, have so far been in vain, and the United States government has recently made a special appropriation of \$500,000 for scientific research to discover a means of exterminating the pest.

In its adult stage the cotton boll weevil, *Anthonomus grandis*, is a beetle, while the familiar boll worm is a moth, *Heliothis armigera*.

The ravages of the Mexican cotton boll weevil thus far have been confined to the eastern half of Texas and a narrow strip of western Louisiana. The egg is deposited in the cotton boll, where it hatches in three days into a grub and begins to eat the cotton. In 7 to 12 days more the grub grows to a length of half an inch, and spins a cocoon, from which it emerges three days later as an adult weevil, a

beetle having a sharp beak. With the beak it pierces the cotton boll, deposits an egg and dies. From egg to adult weevil takes only three weeks.

Books Received

FOREIGN IMPORT TARIFFS.—The Division of Foreign Markets has compiled the import tariffs of all countries, including the United States and the Philippine Islands, on grain and grain products, in force during 1903. The pamphlet of 59 pages includes as many as 163 different tariffs, in tabular form, with the unit of quantity and the duty stated both in the foreign denominations and United States money. By Frank H. Hitchcock, Chief of Division, U. S. Department of Agriculture, Washington, D. C.

STATISTICAL ANNUAL FOR 1904.—Chas. B. Murray has just issued his statistical annual for the year ending Mar. 1, 1904, containing valuable grain trade and provision statistics condensed in tabular form, including the acreage and yield of grain crops for many years back, United States cereal production comparisons since 1840, monthly average prices of wheat at Cincinnati for 60 years, visible supply of grain, monthly range of prices, average crop conditions each month since 1886, and subsequent yields, exports and export values, etc. Paper cover, 42 pages; from the press of the Cincinnati Price Current; price 25 cents.

SELECTING AND PREPARING SEED CORN.—There has not in many years existed such widespread interest and apprehension concerning the quality of seed corn as exists this year. Never before have farmers and grain dealers been so fully alive to the importance of this subject. Due attention to the selection and planting of seed for the season's crop will very readily enhance the value of the crop by many millions of dollars. The Agronomy Department of the Iowa State College has been making a careful study and investigation of the entire subject of corn production and a bulletin on Selecting and Preparing Seed Corn is now being sent out that will prove most timely and helpful. The information given in this bulletin will be of great practical value to corn growers. The publication is profusely illustrated and the subject of selection and improvement of corn is treated in a most interesting and instructive manner.

THE BIG HORN BASIN. The Big Horn basin of northwestern Wyoming, containing 15,000 square miles, much of which can be easily brot under irrigation, affords actual settlers one of the best opportunities in the United States. The Basin once was the bed of a great lake, and its surface is composed of a series of level benches admirably adapted for irrigation from the many large streams. All the cereals of the temperate zone, including corn, are grown to perfection in the rich soil. A home market is found in the mining camps for most of the crops. Several companies have now under construction or completed canals to water over 500,000 acres. The state sells the land in lots of 160 acres at 50 cents per-acre plus the cost of the perpetual water right, ranging from \$10 to \$15 per acre. A handsomely illustrated folder of 22 pages, and large map of the Basin, has been published by the Chicago, Burlington & Quincy Railroad. Readers of the Journal will be sent a copy free on application to P. S. Eustis, manager, 209 Adams st., Chicago, Ill.



SHIPPERS' RECORD BOOK NO. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,500 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

Grain Receiving Ledger FORM 33.

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x13 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit, and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

FOR SALE BY

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

The Jeffrey Manufacturing Co.
COLUMBUS, OHIO, U. S. A.

ELEVATOR and MILL SUPPLIES.



JEFFREY Standard Grain Buckets.

Jeffrey
Detachable Chains Spiral Conveyors,
Sprocket Wheels, Shafting,
Elevator Buckets, Hangers,
Elevator Bolts, Pulleys,
Elevator Buckets Gearing,
Cotton Belting, Set Collars,
Rubber Belting, Clutches,
Leather Belting, Couplings.

SEND FOR OUR CATALOG.

Do You Want

The grain trade news? Then subscribe for the **GRAIN DEALERS JOURNAL**. Twice each month for \$1.00 per year.

Colorado—

That's the title of a handsome new book of seventy-two pages, beautifully printed, bound and illustrated; fifty-six pictures of Colorado's matchless mountains, canons, streams, lakes and forests.

The book is written in a most delightful vein, and gives pleasing glimpses of a mountain world whose colossal beauty never wearies or changes or grows old. A splendid map of Colorado is appended.

It is not a guide book, but contains a few paragraphs about the best way to reach Colorado from everywhere east and southeast via Chicago or St. Louis (Louisiana Purchase Exposition) and the Burlington Route, with its splendidly equipped one-night-on-the-road fast express trains.

Mailed anywhere upon receipt of ten cents in stamps or coin.



P. S. EUSTIS,
Passenger Traffic Manager
P4 CHICAGO.

SHAKE HANDS WITH YOURSELF

If you are on our list as a customer for good bags. Our bags make good business. One cent for a postal will bring you our prices.

MILWAUKEE BAG CO., Milwaukee, Wis.

The Gas and Gasoline Engine and Its Age

Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine. It is well bound in cloth covers, printed on book paper and of convenient size. Profusely illustrated. Price, \$1.00.

GRAIN DEALERS JOURNAL,

255 La Salle St., Chicago, Ill.



Steel Roofing, Siding and Ceiling

Complete with nails and painted both sides

\$1.90 per 100 Square Feet

At this price we will furnish you corrugated or flat sheets, 28 gauge. Or if you want heavier material, will furnish 26 gauge at \$2.20, 24 at \$2.35, 22 at \$2.50, 20 at \$2.60 per square. This material we are offering you is in perfect condition; is painted two sides, and our proposition includes nails sufficient to lay.

We Pay the Freight

to all points within a radius of 500 miles of Chicago. Prices to other points on application. We can furnish imitation Brick Siding, Beaded Ceiling and Siding, V Crimped, Pressed Standing Seam, or any style covering desired. We also carry in stock a full line of Felt Coverings and Building Papers. Our Catalogue quotes exceedingly low prices on Boilers, Engines, Pumps and Machinery in general; Belting, Shafting, Hangers, Pulleys and Mill Supplies of all kinds; Plumbing Material for Factories and Residences; Heating Propositions, Hardware, Wire, Nails, etc.; Pipe, Valves and Fittings, and a thousand different things that you are constantly purchasing. We can save you money on your purchases. Write us today.

Chicago House Wrecking Co., Chicago

MANUFACTURERS

Contemplating establishing plants in the West, should take advantage of a location on



THE PIONEER LINE
WEST AND NORTHWEST OF CHICAGO

which reaches the famous

**WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT LUMBER
DISTRICTS**

of the West and Northwest, and affords the best means of transportation to the markets of the world.

For further particulars apply to

MARVIN HUGHITT, Jr., E. D. BRIGHAM,
Freight Traffic Mgr. Gen. Freight Agt.
CHICAGO

LOCATIONS FOR ELEVATORS

In Illinois, Iowa and Minnesota on the line of the

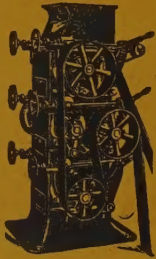
**Chicago
Great
Western Ry.**

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agt., C. G. W. Ry.
604 Endicott Bldg.
St. Paul Minn.

Corn and Feed Mills



It... Pays to have one in connection with an elevator, and to have the **BEST** one.

Ours has no equal in **STRENGTH, DURABILITY, EFFICIENCY, CONVENIENCE, CAPACITY, and QUALITY OF WORK.**

Several Sizes. Prices Very Reasonable.

Allis-Chalmers Company

4 Roll and 6 Roll
Gear or Belt Drive
for Slow Roll.

GENERAL OFFICES:

New York Life Bldg., CHICAGO, ILL.

What Saith the Rooster?

*Cocka doodle du,
And the old maid?
Any dude 'll do.*

The condition here suggested is both critical and unfortunate. Doubtless, however, it could have been avoided had the lady taken advantage of her opportunities. Perhaps you are now in the market for a Dust Collector and an opportunity is offered to get the best. "Any" should not do when you can

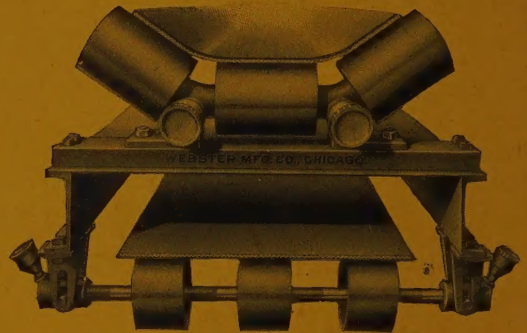
Get Day's Dust Collector

at a reasonable price.

H. L. DAY, 1118-26 YALE PLACE,
MINNEAPOLIS, MINN.
POSTAL FOR BOOKLET.



Webster M'f'g Co.



MAKERS OF THE LATEST

**Grain Elevator and
Power Transmitting
Machinery.**

Send for our handsome new Catalog
No. 21 of Belt Conveying Appliances.

Office and Works:

1075-1097 West 15th St., CHICAGO.
Eastern Branch, 38 Dey St., New York.

**Are You
GOING TO BUILD A
GRAIN ELEVATOR
THIS SEASON?**

OR OVERHAUL YOUR PRESENT ONE?

If so send us your specifications, whether great or small, and watch results. We will immediately forward you a net proposition that will justify you in placing your order for the entire outfit with us.

We Can Save You Money

by furnishing first-class machinery at close prices

We Are Specialists in Elevator Machinery

WELLER MFG. CO.

118-126 North Avenue
Chicago, Ill.

Wagon Loads Received

FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. **Price, \$1.50.**

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car. No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.